Weather

Probably colder. The maximum temperature yesterday was 56.5 and the minimum 27.5, the figures for the corresponding day last year being 44.5 and 32.4.

The China Press
大陸報

The Mail Box

MAILSfor for U. S. and Europe, Str. Pres. Pierce, 3 p.m. today.
Str. Pres. McKinley, 11.30 a.m. Tuesday, reg. 10.30 a.m.
FROM U. S. and Europe, Str. E. of Australia, 9.30 a.m. Tuesday.
FROM Europe via Suez, Str. Angers, Tuesday.

NO. 3509 VOL. XIII. Registered at the Chinese P. O. for transmission "with special marks privileges in China" 壬戌年十二月十九日 SHANGHAI, SUNDAY, FEBRUARY 4, 1923 大正十二年二月四日 第三種郵便物認可 20 CENTS

U. S. SPINNING MILLS BUYING RAW COTTON FROM CHINA

Americans Reverse Old Order; Price Big Factor

RECENT FIGURES

A. B. Rosenfeld's Missionary Work Effective

BY DAVID ARAKIE
(Financial Editor)

The old order changeth yielding place to new. We are living in special times. During the past few months the Shanghai merchant has experienced a fair crop of surprises —record prices for many exportable articles, scarcity of supplies of commodities in spite of reports of good crops in the interior and a host of other interesting and vexatious incidents. All this probably will pale in sight of the most extraordinary and unique fact that the United States has been purchasing Chinese raw cotton for spinable purposes—an unheard of thing in the whole of the history of the cotton trade of China. Prejudices die hard in this world, and the prejudice of the American manufacturer against the employment of China cotton for spinning purposes has now commenced to die.

The American manufacturers have been good buyers of China cotton, but they were good customers of rough cotton such as is grown in the Hankow district and round the Han River for blanket purposes. In normal times the demand from the United States for this coarse cotton averages about 25,000 bales of four piculs each. During the War America took on the average 35,000 bales a year. In 1919 the exports reached 49,000 bales, in 1920 the United States took only 3,000 bales while in 1921 the shipments of this cotton to the States amounted to 700 bales, or 1,000 piculs. Since the beginning of the present cotton season there have been exported 3,000 to 4,000 bales.

HEAVY SHIPMENTS

In bold contrast to this is the fact that since November we shipped from Shanghai 10,000 to 15,000 piculs of spinable cotton, the first shipment of the better staple cotton going to New York from here on December 27 last. Messrs. Fearon Daniel and Co. bought 10,000 piculs in the Shanghai market for shipment to New York for spinning purposes. It is stated that they are still in the market for more.

Very few people aware of the missionary work done in the States by a local cotton merchant in bringing before the American mill owners the importance of Chinese cotton as a substitute for American in spinning. A good many when they learned of the object of Mr. A. B. Rosenfeld's mission to the United States last September were inclined to scoff at the idea as it seemed ridiculous to attempt to wean the American manufacturers from their prejudices.

The attitude of these mill owners when approached did not inspire much hope, although it was pointed out to them that the spinning quality of the seven-eight to one inch Chinese staple would answer for the 20's. In the words of Goldsmith "Those who came to scoff have remained to pray." Of course, a great deal depends at present upon the verdict of the American textile manufacturers. Should the cotton answer their requirements, there is no doubt that we shall see the introduction of a very big factor in the Shanghai market, outstripping Japan in the rush to buy supplies.

HIGH PRICES FACTOR

Of course, it must be admitted that the high price of American cotton has induced the American buyer to take the present chance. There is a difference today of some 2½ cents to three cents gold per pound between the two grades. The situation is pregnant with great possibilities, possibly not this season but in future ones.

There is great difficulty being experienced at the present moment in getting supplies of Chinese raw cotton unadulterated. The Chinese are holding back the good stuff, and there is a tendency to exact higher values than those obtaining on the market for the right quality. There is a strong suspicion that the Shanghai mills are paying higher prices for the long staple than the

(Continued on Page 6)

A Call To China's Merchants

Editorial Based On Congressman Dyer's Observations

THE CHINA PRESS in an exclusive dispatch from Washington yesterday reported that the American customs collections on imports for the fiscal year ending June 30 are estimated at G.$480,000,000. This huge sum represents purchases abroad running into billions of gold dollars. The United States today is the largest buyer of foreign products. It is also the largest seller of home products.

Does this mean anything to the Chinese merchant? Is he getting his rightful proportion of this great and profitable trade with his neighbor across the Pacific? We think not, and for the answer as to why he isn't getting his share we must refer him to the character of Government he permits to exist in China.

America has reached her high plane of prosperity because she has consistently refused to turn her government over to the control of militarists and has devoted all her energies to the sane development of her resources, commercial, industrial and agricultural. No militaristic government could live in America. The people would remove it from power. What is the lesson here for the Chinese commercial guilds and chambers? Is it not that they should take their government out of the hands of the ignorant and corrupt militarists who have reduced China to her present pitiable state of chaos and ruin?

Some thoughts such as these must have been coursing through the mind of Congressman Dyer when he was interviewed by our Peking correspondent last week. Mr. Dyer is the author of the China Trade Act which is designed to promote and expand trade between the United States and China. No doubt he holds the opinion of many other Americans that the trade between these two vast countries should be greater than that carried on between any two other countries in the world.

But trade between any two nations is largely a matter of reciprocal arrangement, the exchange of goods to mutual advantage, based on the fulfillment of obligations incurred. Failing the latter, good faith and confidence cannot survive and no matter how attractive the proposals may be there is an end to business. Realising all this as fundamental, and having nought but goodwill for China and the Chinese, Mr. Dyer has spoken in a frank and friendly way of the conditions he has found here on this trip. Any observant critic would reach the conclusions reached by Mr. Dyer and adoption of his suggestions which are sound and helpful can only result in good for China.

He says: "I find China insolvent, due largely to the squandering of government funds in military adventures and to the maintenance of demoralising military forces."

That is the keynote to his criticisms regarding China's default in her obligations when he puts the pertinent question:

"Are the Chinese sustaining their reputation for individual honesty in the management and administration of Government public utilities?" He thereby implies that the Chinese as a people are accepted as honest in their commercial undertakings, but due to these same military adventures the Government is failing to keep up that reputation for honesty of the Chinese commercial classes.

Mr. Dyer goes on to point out that: "China united by a Government which will command and hold authority as representative of the will and interests of the people of this great country" can "without thought of infringement of Chinese sovereign rights obtain against adequate pledges financial assistance to pay off existing obligations and take in hand needed reforms to carry on her industrial development."

It is noteworthy that whereas Mr. Dyer throughout his statements speaks clearly and

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Two Thousand Theaters For China Planned By Sino-American Combine

Mr. Chow Tsz-chi Tells Of Projects Soon To Be Launched By Powerful Financial Groups

Two thousand motion picture theaters located throughout China within the next three years is the goal set as part of the program of the Peacock Film Company, subsidiary of the G.$10,000,000 corporation—the China Enterprises, Incorporated—recently organised by powerful Chinese and American financial groups.

Information regarding the mammoth new corporation was brought back to China by Mr. Chow Tsz chi, former Minister of Finance and Acting Premier, who has just returned from a tour of Europe and America as Economic Commissioner for the Government.

The great commercial undertaking is being backed in America by the du Pont, Brady and Duke interests and the Chinese group will be correspondingly as strong, the capital being equally divided. The corporation is chartered in Delaware, under a constitution which will permit it to engage in practically every form of commercial activity. Two subsidiary companies have been formed thus far —the film branch and the Universal Textile Corporation, which will enter into the silk and cotton business on a large scale, establishing an industrial unit in Shanghai and producing goods both for China and the export trade.

Other enterprises to be entered into include transportation undertakings, construction of public utility systems such as water and electrical plants, sericulture, silk spinning and so forth.

For the present, Mr. Chow said yesterday, it it proposed to move carefully, resurveying the ground and paving the way for the launching of the various projects to be embraced by the parent corporation. The textile and motion picture subsidiaries, however, are to make a beginning in the very near future. The latter branch has been placed under the direction of Mr. Frank Chamberlain, formerly associated with the Famous Players Company, who is expected to arrive in Shanghai before the end of this month.

Mr. Chamberlain is bringing with him a large consignment of films and will open offices here and begin distribution to various parts of the country. It is planned for a time to engage simply in film distribution, but eventually to

(Continued on Page 2)

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"Listenin' In," Mena Silas Song, On Radio Monday; McGuire Also Scheduled

Prof. And Mrs. Zalsman, Wolf And Gillen, Of Maxims, "Bill" Cameron And Prof. Robertson Heard

"Listenin' In," a song composed especially for THE CHINA PRESS-Radio Corporation of China radio programs will be played and sung for the first time as a feature of the broadcasted program on Monday night.

The music was composed by Mr. Mena Silas under the inspiration of his first appearance before the broadcasting receivers, and the words were written by Mr. E. P. Graham Barrow. "Listenin' In" has already been tried out in private with extraordinary success and its presentation tomorrow night is expected to be one of the biggest hits of any number of the radio program so far.

Mr. Silas, the composer, will play the new tune for the benefit of 'listeners in' first, and will then play it again as an accompaniment for Mr. Arthur Silas to sing the catchy words. 'Listeners in' are invited to join in the chorus.

NO PROGRAM TONIGHT

There will be no program broadcasted from the station on top the Dollar building tonight. In view of the fact that Mr. E. G. Osborn of the Radio Corporation and the Radio Editor of THE CHINA PRESS have been working on the programs and broadcasting night and day since the inauguration of the wireless, wonder ten days ago both thought one day's rest was due them. Hence they will both sleep about

(Continued on Page 2)

NORTHCLIFFE'S ESTATE MUST GO TO BRITISHERS

Total Value Of Publisher's Property Probably £5,000,000

Exclusive Dispatch To THE CHINA PRESS

London, Feb. 3.—It was announced today that the newspaper properties of the late Lord Northcliffe would not be disposed of to any except British born persons.

The total value of the Northcliffe estate will probably approximately £5,000,000.

The Probate Court today invalidated the will of Lord Northcliffe signed last July in favor of the one he drew up in 1919 by which Lady Northcliffe was bequeathed all his personal effects as well as an immediate legacy of £10,000.

The case was a friendly action between Lady Northcliffe, Mr. H. P. Arnholz and another and was featured by the intervention of a mysterious lady in black. Her name was not given out but she is understood to have been Mrs. C. A. Thomas of Brixton who claimed to have an interest in the Northcliffe estate through a relative in Australia.

The Hon. Victor Russel, representing Lady Northcliffe, submitted evidence that Lord Northcliffe had signed a will at Mentone in March, 1919, and had made a codicil in the following June at the London Times office.

Under his will it is said that the benefit of his large fortune will ultimately go to two press charities—the Printer's Pension Corporation and the Newspaper Press Fund. The fund, however does not go to charity until the death of the last named and youngest beneficiary who is now 7 years old.

Monday Night's Radio Program

There will be no program broadcasted tonight.

Monday night's program, beginning as usual at 8 p.m. will consist of news bulletins, phonograph selections and special numbers as follows:

8 p.m. Phonograph selections.

8:15 News bulletins broadcasted by THE CHINA PRESS.

8:30 Mr. Claude McGuire of The Astor House Hotel Orchestra in two saxaphone solos:

"Macushla" and "Homesick."

Mr. McGuire will be accompanied on the piano by Mr. Earl Currens, leader of the Astor orchestra.

8:45 The Silas Brothers, presenting "Listenin' In," a song composed by Mr. Mena Silas with words by Mr. E. P. Graham Barrow, for the radio for the first time. They will also present "A Skit on Grand Opera."

9 p.m. News bulletins and phonograph selections.

HARDING THINKS CONGRESS WILL O.K. DEBT PLAN

McKellar, Senator, Presses Exactly Opposite View

Exclusive Dispatch To THE CHINA PRESS

Washington, Feb. 3.—It was declared at the White House today that President Harding is of the opinion that the arrangement for the funding of the British debt to the United States would be accepted by Congress at the present session. Unofficially it is stated that the terms are acceptable from every viewpoint.

Exclusive Dispatch To THE CHINA PRESS

Washington, Feb. 3.—Senator McKellar, Democrat, of Tennessee, in a speech in the Senate today indicated that there would be a battle in Congress over the acceptance of the British debt settlement.

Senator McKellar said that Congress had no right to grant such a subsidy or bonus to the British Government, and declared that it would be a long, long time before Congress would ever agree to such a settlement.

(Reuter's Service)

Washington, Feb. 3.—Under the Anglo-American Debt Funding Scheme, the parties have agreed that the balance of $4,604,000,000 is due on December 15.

Four million dollars of this sum will be paid in cash and British bonds will be issued for the balance.

The principal is repayable in annual instalments but Britain has the option of paying every three years.

The first instalment will be $23,000,000 and the instalments will progressively increase to the sixty-second year, when the amount will be $175,000,000.

The interest will be payable every half year, beginning at three percent to 1932, after which it will be at the rate of three and a half percent.

Half of the interest during the first five years may be added to the principal and bonds issued for the amount.

Payments may be made in United States Government Bonds issued since April 17 or war-time issues. This will allow Britain to purchase American Bonds at the most opportune times. It is believed that this will sustain the price of American Bonds and at the

(Continued on Page 2)

FRENCH BLOCKADE OF RUHR VALLEY COMPLETE; TRAFFIC AT STANDSTILL

General Degoutte's "75's" Command Every Track Entering Germany, With Orders To Shoot To Kill If Necessary

PARIS O.K.'S POINCARE'S POLICY

Deputies, By Overwhelming Majority, Endorse Premier's Drastic Methods; Lack Of Fuel Hits Italy's Train Service

Exclusive Dispatch To THE CHINA PRESS

Duesseldorf, Feb. 3.—The coal blockade around the Ruhr is complete today. During the last 36 hours French 75's have been commanding every track entering Germany with orders to fire if necessary to stop trains.

Exclusive Dispatch To THE CHINA PRESS

Berlin, Feb. 3.—Stopping of all coal shipments to Germany has caused a complex muddle and brought all traffic in the occupied region to a standstill.

Exclusive Dispatch To THE CHINA PRESS

Paris, Feb. 3.—The French Deputies today gave Premier Poincare an overwhelming vote of confidence on his policy in the Ruhr.

LORD CURZON ON WAY TO LONDON; NOW UP TO TURKS

Ismet Pasha To Make Final Decision Before Leaving

Exclusive Dispatch To THE CHINA PRESS

London, Feb. 3.—Lord Curzon will arrive in London on Monday afternoon having completed his final arrangements for leaving Lausanne on Thursday.

Before he leaves Ismet Pasha is due to make his final decision as to whether he will sign the agreement. In any case Lord Curzon will return to London as arranged.

(Reuter's Service)

London, Feb. 2.—An explanation of the mystery of the French Note to Angora is given by the Manchester Guardian. The journal says that M. Poincare sent two telegrams to Angora.

The first telegram urged the Turks to accept the Treaty which was far better than it could possibly have been but for the efforts of France.

The Angora Government replied indignantly accusing France of working with Britain against Turkey.

M. Poincare, thinking from the tone of the message that Turkey would reject the Treaty, sent a second telegram saying that the Treaty must not be regarded as an ultimatum and that the French Delegation would in any case remain in Lausanne and using other phrases to which serious objection was taken in England.

Marquess Curzon was not shown the telegrams but he was informed of them.

The result of this telegram was that Angora asked for time for consideration instead of rejecting the Treaty as she would otherwise have done.

(Reuter's Service)

Constantinople, Feb. 2.—The news of the improved atmosphere at Lausanne is greeted with relief by the Turks the great bulk of whom do not wish for further fighting.

The moderate elements of Angora, constituting the majority of the Assembly, are beginning to assert themselves in favor of peace.

The calm and confidence of the British authorities has impressed the Turks of the strength of the British position.

(French Wireless through Reuter)

Paris, February 2.—The Daily Mail emphasises:

"As the French have given proof of the greatest moderation in the Ruhr, so at Lausanne they are standing closely and friendlily by the side of Great Britain. Instead of drawing towards a check, the Lausanne Conference seems rather to be on the way to success."

(Reuter's Service)

Lausanne, Feb. 2.—There is every reason to believe that a Turko-American Treaty of Amity and Commerce will be concluded at Lausanne if the Treaty of the Allies is signed but not otherwise.

(Reuter's Service)

Paris, Feb. 2.—The first German Note sent to the Reparations Commission since the occupation of the Ruhr protests against its refusal to grant a moratorium and the application of the normal state of payments and urges the Commission to make a new estimate of Germany's capacity.

Exclusive Dispatch To THE CHINA PRESS

London, Feb. 3.—Premier Bonar Law's Parliamentary private Secretary, Mr. Davidson, speaking at Harpenden, declared that independent action by France in the reparations question would destroy all hopes of getting reparations payments from Germany, since the French occupation of the Ruhr was bound to completely destroy German solvency, while France would be ruined as well.

Exclusive Dispatch To THE CHINA PRESS

Cologne, Feb. 3.—An understanding has been reached between the Cologne railway directors and the Inter-Allied commission whereby the workers will resume work tomorrow.

Exclusive Dispatch To THE CHINA PRESS

Rome, Feb. 3.—Priests of the Roman Catholic Church in a letter to Cardinal Pompoli today express their anxiety over the present international situation believing that it threatens fresh pain and anxiety for humanity.

Exclusive Dispatch To THE CHINA PRESS

Duesseldorf, Feb. 3.—The scarcity of food and unemployment here today caused a body of German workers to make their first appeal to the French authorities for assistance.

Exclusive Dispatch To THE CHINA PRESS

Berlin, Feb. 3.—It is reported here that many French civilians are hurriedly leaving the occupied region for France.

Exclusive Dispatch To THE CHINA PRESS

Mayence, Feb. 3.—The Court of Appeals of the French Army today dismissed the appeals of the six German industrialists who were convicted for disobeying orders of the French authorities in the Ruhr.

Exclusive Dispatch To THE CHINA PRESS

Berlin, Feb. 3.—Chancellor Cuno, interviewed by a Rotterdam correspondent, pointed out that the German Cabinet was unanimous in its view that the worst consequences developing as a result of the French occupation of the Ruhr could be no worse than if Germany had yielded to the French demands.

Exclusive Dispatch To THE CHINA PRESS

Berlin, Feb. 3.—Italy has been forced to abandon a number of trains owing to the lack of coal from abroad. German sources claim that the French authorities in the Ruhr have seized a number of trains carrying reparations coal to Italy.

SAILORS CONCERT TOMORROW NIGHT AT NAVY Y.M.C.A.

The tenth monthly concert for sailors of all nationalities will be given at the Navy Y. M. C. A., 6 Avenue Edward VII, tomorrow night. The concert will be given under the patronage of Mr. Sidney Barton, H. B. M. Consul-General and Mrs. Barton, Rear-Admiral Maclachlan, C. B., Sir Skinner and Lady Turner, Judge Peter Grain, Col. R. Marr Johnson, C.M.G., D.S.O., Mr. G. W. King, The Very Rev. Dean C. J. F. Symons, Rev. A. N. Rowland, Rev. C. E. Spencer and Rev. T. W. Hall, Port Chaplain. A cordial invitation is extended to all.

Epithets Barred By Coolidge Ruling

Exclusive Dispatch To THE CHINA PRESS

Washington, Feb. 3.—The Senate today by a vote of 40 to 28 sustained Vice-President Coolidge's ruling yesterday. The Vice-President, in his ruling, stopped a speaker for reflecting improperly on Senator Wadsworth of New York by asserting that he "represented the bond sharks and financiers of Wall Street."

Two Thousand Theaters For China Planned

(Continued from Page 1)

produce pictures here both for export to foreign fields and for issue to the 2,000 theaters which the promoters propose to secure or establish in as many towns in China. A film educational campaign is part of the preliminary program, Mr. Chow stated, and in this connection an innovation in the way of a "daylight screen," on which pictures may be shown in daytime in the open air, is being brought out to this country for use in the interior.

It is the aim of the film company to introduce throughout China pictures calculated to interpret Western life, business, manufactures and government methods. Reversely, when film production is begun here, pictures truly representative of China will be sent to the Occident.

The textile subsidiary, of which Mr. Chow is president, also expects to make a beginning soon. Mr. William C. Mitchell, of Boston, is expected to reach here shortly, with a staff of experts, to launch the company.

The American directors of the parent corporation are Mr. J. A. Thomas, well known here as connected with the B. A. T.; Mr. F. P. Garvin, former U. S. Alien Property Custodian; Mr. Charles A. Meade, vice-president of the du Pont corporation; Mr. M. A. Poucher, one of the du Pont directors; Mr. P. E. Mann, of the Eagle Silk Company, of New York; Mr. A. J. Drexel Biddle, Jr., who married Miss Mary L. Duke, and Mr. R. C. Patterson.

The Chinese members of the directorate have not yet been definitely announced but among the names mentioned are those of Mr. C. C. Nieh, former president Li Yuan-hung, Mr. C. T. Wong, Mr. Chang Chien, Mr. Chow Tsz-chi and others.

Representatives of the American interests are to visit the Orient within the next few months, Mr. Chow said yesterday, when a conference will be held and definite plans will be drawn up for the various projects contemplated.

Among the representatives who will come to Shanghai Mr. Drexel Biddle will represent the Duke interests, while the du Pont and Brady and other interests will also send representatives.

Mr. Chow Tsz-chi is leaving for Peking today and will return to Shanghai about the end of the month, accompanied by Mr. Thomas, president of the big company.

Harding Thinks Congress Will O. K. Debt Plan

(Continued from Page 1)

same time stabilise the Anglo-American exchange.

(Reuter's Service)

Washington, Feb. 2.—It is hoped that the American Debt Commission's recommendations will be ready for submission to President Harding on Saturday who will then transmit them to Congress early next week.

While stormclouds have begun to loom with regard to the measure with which it is designed that Congress shall ratify the settlement, notably the soldiers' bonus amendment, high Administration circles have indicated to the Commission that President Harding will work out recommendations putting the settlement on a basis "as nearly bomb-proof as possible".

'Listenin' In' To Be Radioed Monday

(Continued from Page 1)

sixteen hours today and be fresh and full of pep again for Monday.

Last night's program was replete with exceptionally good numbers and reports from the French wireless station and a number of amateurs assured Mr. Osborn that the new set he installed yesterday for broadcasting purposes was a wonder. The musical numbers were excellent in themselves and were scattered through the ether with unusual clarity, and the speaking was most clear and distinct.

Last night's program began with two piano solos by Mr. Bill Cameron, the well known jazz piano player after one or two phonograph selections had been played to allow amateurs to tune in.

Mr. Cameron played "Jazzbetes," one of the most foot bewitching dance numbers in the decalogue of music, and "Teddy Bear." Mr. Cameron will play some repeat solos in the near picture.

Mr. Bolton Wolf, wizard with any old kind of a horn from Maxim's orchestra demonstrated his unique ability in two trombone and baritone numbers. In the first, "Old Black Joe," he was accompanied by Mr. Ralph Gillen of Maxim's orchestra on the piano. For an encore Mr. Wolf joined forces with Mr. Gillen in playing a medley of popular tunes. Both scored heavily with the radio fans, the only thing missing being Mr. Wolf's striped hat—it was there but they haven't invented photographic devises allowing the invisible players and singers to be seen as yet.

Prof. G. Zalsman and Mrs. Zalsman, two of Shanghai's best and most widely known musicians, favored their unseen listeners with three exceptionally good selections. Prof. Zalsman first sang "Somwhere A Voice Is Calling," in his usual clear and pleasing voice, followed by a solo by Mrs. Zalsman, "Zonelied," a Dutch song. Ther were a number of Dutch ships within range of the radio last night and while no reports have been received from them it is thought certain they were able to enjoy Mrs. Zalsman's song in their own tongue.

As a finale Prof. and Mrs. Zalsman played and sang a duet, "Calm As The Night," which was also perfectly recorded. Prof. and Mrs. Zalsman have also kindly consented to sing and play in another program in the near future.

The Silas Brothers, Arthur and Mena, gave one of their extremely clever and tuneful acts as an appetiser before presenting their novelty on Monday evening. Mr. Arthur Silas, exponent of Jazz with a capital 'J,' sang "Sophie's Sofa," one of the latest jazz songs while brother Arthur tickled the piano keys, and then repeated with "Timbuctu." Mr. Mena Silas then played his novelty piano selection—three tunes at the same time. Mr. Silas played "Home Sweet Home," "Rainbow," and "Mendelssohn's Spring Song."

The program was concluded by a short chat on the basic principles of radio by Prof. C. H. Robertson of the Y.M.C.A., one of the pioneers in radio work in China. The talk was the first of a series that Prof. Robertson will give for the benefit of amateurs listening in to the nightly programs.

McGUIRE TONIGHT

Tonight in addition to the Silas Brothers presentation of Mr. Mena Silas' song, Mr. Claude McGuire, the king of saxaphone players from Earl Curren's Astor House Hotel orchestra will play two saxaphone solos. Mr. McGuire will play "Macushla," one of the most entrancing tunes a saxaphonist ever put lip to, and "Homesick," the latest of the 'blue' songs to be turned out in Tin Pan Alley, the home of jazz.

Mr. McGuire was complimented by Mr. E. G. Osborn of the Radio Corporation because of the clarity with which he played for the radio when Mr. Currens' jazz band played for the wireless dancing, and in tonight's tunes the 1,000 amateurs in Shanghai will have an opportunity of judging for themselves. Mr. McGuire will be accompanied in both numbers by Mr. Earl Currens, pianist and leader of the Astor House orchestra.

Radio Big Aid In U. S. Weather Forecasts Now

More accurate weather forecasting is to be made possible this year through international exchange of reports by radio, it was learned at the Department of Agriculture, writes John Goldstrom for Universal New Service.

Arrangements have been made for exchanging observations from Canada, Mexico, twenty-two European countries, the Pacific islands and the Far East, said Charles F. Marvin, chief of the Weather Bureau.

Government statistics show that forecasts both of weather and temperature have averaged better than 90 percent in accuracy for the last ten years, and the rapid development of radio in the last year has made possible increasing certainty.

"Radio telegraphy as a medium for the dissemination of weather forecasts, warnings and information to agricultural interests," said Mr. Marvin, "became a realisation during the past year. With the introduction of radio telephony the broadcasting of information over the interior has increased enormously.

RADIO NOW BIG ASSET

"On July 1, 1922, there were ninety-eight stations in thirty-five States broadcasting weather forecasts and warnings daily by radiophone. Thousands of individual farmers installed receiving apparatus.

"The Weather Bureau does not own or operate any wireless equipment. The radio distribution work is accomplished through plants operated by other Government agencies, by corporations and by private individuals, and without expense to the Weather Bureau.

"Exchange of weather reports among all nations in the Northern Hemisphere is necessary for the development of science and for improvement in forecasting.

"A special daily radiogram is supplied to the French meteorological service to be broadcast from the Eiffel Tower. The Amundsen Polar expedition, which started on a three-year trip on June 1, expects to maintain radio communication with the United States signal corps at Nome, Alaska, which will be transmitted to the Weather Bureau."

QUICK STORM WARNINGS

Forecasts of great storms coming from the oceans and the Gulf of Mexico have been made possible and much further in advance by means of radio. The coast stations receive word of their movement from ships equipped with radio.

Applications for special forecasts for special functions have become increasingly numerous, and in the last year far exceeded in number those of any previous year.

"During the Summer and Fall season," said Mr. Marvin, "scarcely a day passes without the five district forecast centers being called on for predictions for lawn parties, State, country and local affairs, baseball games and social and other gatherings."

Careful consideration is given to all of these requests, and in many instances special forecasts in more detail and for a longer period than is covered by the regular daily forecasts are given, it was stated.

Photograph Sent By Wireless Over 100-Yard Stretch

(China Press Service)

London, Feb. 1.—The Daily Mail announces that an electrician, T. T. Baker, has completed a process for wireless photography on which he has been working for some time. It is said that he has found it possible to send by wireless a photograph which is reproduced on a sensitive film some distance away from the sending set.

The newspaper prints a picture which, it says, was transmitted by Baker from one building to another building, 100 yards distant, within three minutes. It adds that the process before long may be used for the transmission of pictures over unlimited areas.

Interesting Program Set For Tuesday At Missionary Meeting

In addition to the interesting program on Chinese music to be conducted by Miss Louise Hammond of Wuzih, assisted by Mr. Ernest Y. L. Yang, before the regular monthly meeting of the Shanghai Missionary Association on next Tuesday at the Union Church Hall, Mrs. Elizabeth Leonard of New York City, will render a vocal solo, and Miss Loise Macklin, of the Shanghai American School faculty will give several selections on the violin.

These talented musicians have been heard before in Shanghai and it is with pleasure that the announcement of their addition to the program will be received. Those who heard Miss Hammond lecture on Chinese music before the American Woman's Club last year will welcome this opportunity of hearing her again.

The meeting will begin at 6 p.m. All visiting missionaries and friends will be welcomed.

Vienna Pleased By Credit Scheme

(French Wireless)

Paris, Feb. 2.—The Vienna correspondent of the Temps states that the satisfactory news, telegraphed from Paris, on the subject of the credits for Austria, have made a good impression in Bienna. They have placed in the background all the considerations developed by German propaganda on the question of the occupation of the Ruhr.

SHIP LAUNCHED

(Reuter's Service)

London, Feb. 2.—The Blue Funnel Line steamship "Sarpedon, of 19,400 tons, destined for the Far East trade, was launched at Birkenhead today.

Mr. R. D. Holt in a speech at the launching mentioned that one steamer recently brought 13,500,000 fresh eggs from China by means of refrigerating machinery.

14 DEAD IN RIOT

Exclusive Dispatch To THE CHINA PRESS

Mexico City, Feb. 3.—Casualties as a result of the riot which occurred among street car strikers yesterday are now fourteen, four of the injured having died today. 40 are still seriously injured.

Note—Yesterday's China Press carried a United Press telegram, dated Manila, describing a collision between tram strikers, strike breakers and police. This dispatch referred to the Mexico City tram strike, the word "Mexico City" being so garbled in transmission that the United Press operator here misread it as "Manila."

Ask for Glover's when you need Dog Medicines at good stores everywhere

MEMBERSHIPS OF RADIO CIRCLE TO BE INCREASED

Will Accept 38 More Fans As Result Of Broadcasting Success

Members of the Shanghai International Radio Circle, at a meeting held last night, voted to increase the membership of the amateur radio fans' organisation to 50.

The action came as a result of the suddenly increased interest in radio telephony as a consequence of the nightly broadcasting of musical programs by The China Press and the Radio Corporation of China, and means that thirty-eight additional radio enthusiasts will be able to join with the twelve charter members of the organization in studying radio activities.

The Radio Circle members at the present time have seven transmitting sets and each has his own receiving set. As soon as the necessary permission is obtained the club plans of securing its own broadcasting set so that long distance communication with radio fans in other parts of China can be carried on. At the present time the members are able to talk with each other via radio and listen in each night to the programs broadcasted from the Dollar building by The China Press.

New members will be received under senior and junior classifications and as soon as the quota is filled club room and experimental laboratories will be fitted up.

The officers and charter members of the Radio Circle are: President, Mr. A. Bruce Puddicombe, Shanghai Municipal Council; Vice-president, Mr. S. Webb, Shanghai Mutual Telephone Company; Secretary-Treasurer, Mr. A. C. Davis, Eelectric Equipment Company; and Mr. F. J. Blom, consulting engineer; Mr. E. P. Boode, Netherlands Gutta Percha Company; Mr. C. A. Cave, representative in Shanghai for Marconi's; Major Hilton Johnson, Assistant Commissioner of Police; Mr. P. R. Parkes, engineering department, British Cigarette Company; Mr. E. H. Lewis, engineering department, Jardine, Matheson and Company; Mr. W. Monk, Shanghai Waterworks Company; Mr. L. Van Kas, Transmarina Trading Company; and Mr. F. A. Lighthouse, Standard Oil Company.

Applications for membership may be made with Mr. Davis, the secretary, at 50 Nanking Road.

Drug Permits Not Issued By Consuls

(Reuter's Pacific Service)

Peking, Jan. 31.—With reference to the statement issued by the International Anti-Opium Association with regard to Drugs, etc., on January 26, Reuter's Agency is informed that the statement that "the present system allows individual importation by Consular and official permits" is not quite accurate.

In most and probably all consular districts individual importation by consular permits is not allowed, nor do foreign business houses apply to consuls for permits to import narcotics.

Importers of narcotics execute foreign medical practitioners' guarantees or foreign druggists' guarantees. These are executed in the presence of a consular officer or else the signature thereto is authenticated by a consular officer. The permits to import are issued by the Chinese Maritime Customs.

The Yellow Lantern

Jack Mason Proprietor

NO OTHER BRANCHES IN SHANGHAI OR ELSEWHERE

Jade
Ivory
Amber
Curios
Rare Silks
Embroideries

Astor House Lobby

Lane, Crawford & Co., Ltd.

FURNISHING DEPARTMENT

Just Arrived

PERAMBULATORS

fitted with

Patent Brake, Waterproof Apron

etc.,

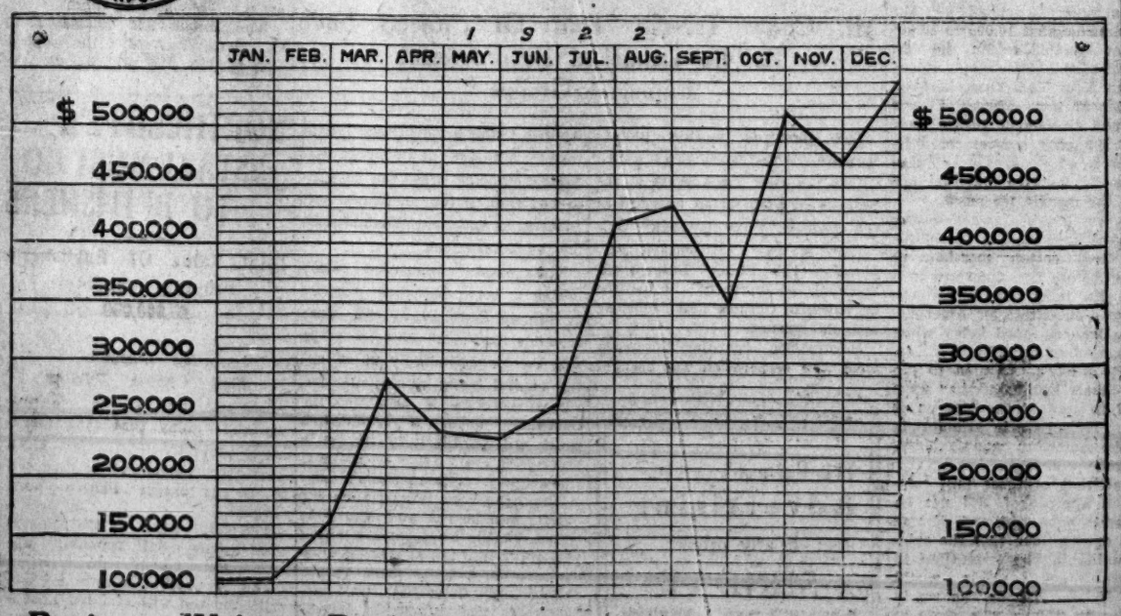
Latest Models

PHONE C. 3463

Lane, Crawford & Co., Ltd.

ASIA LIFE INSURANCE COMPANY — EVERLASTING AS THE HIMALAYAS — INCORPORATED

GRAPH SHOWING BUSINESS WRITTEN DURING 1922



Business Written During 1922, (the Company's first calendar year.) . . $4,028,500.00

Premium income for the year 1922 . . . . $ 146,171.68

RESERVES to POLICYHOLDERS as of December 31st, 1922 . . . . . $ 326,821.00

ASIA LIFE INSURANCE CO., INC.

OPERATING UNDER AMERICAN CHARTER

MAIN OFFICE, 15 NANKING ROAD, SHANGHAI

BRANCH OFFICES } CANTON Missions Building; HANKOW No. 1 Tungting Road; PEKING 144 Hatamen St.; TSINANFU Cor. 5th Road & 3rd Ma Lo

Agencies in principal cities throughout China.

100% EFFICIENCY

Let your money work while you sleep.

Money, unlike any living thing, does not store up power and strength while resting idle, but on the contrary will not stand rest if it is to be 100% efficient. To gain maximum efficiency from your capital does not mean that you should speculate but rather you should invest in something with a good yield and minimum chance of loss.

Let our bond department help you in selecting such investments.

RAVEN TRUST Co., LTD.

15 Nanking Road, Shanghai.

THE GOLDEN GATE FOUR

Entertain

DURING DINNER

at

CARLTON, LTD.

EXTRAORDINARY ENGAGEMENT AT THE

ISIS THEATRE

Commencing Monday, February 5th, at 9:15 p.m. Matinees At 5:30 p.m.

FOR ONE WEEK ONLY

Arrow Presents The Smashing Success

"TEN NIGHTS IN A BAR ROOM"

In Eight Stupendous Reels

Adapted from the Famous Stage Classic

THE GREATEST HEART INTEREST DRAMA THE WORLD HAS EVER KNOWN

A Story That Will Live Forever

Heart Touching Pathos—Delightful Humor—Charactors You Know Intimately, Seen As They Really Are

Admission Prices: Box Seat $2.00, Dress Circle $1.50, Stall $1.00

Matinee Prices: $1.50, $1.00 and 60 cts.

Booking At Messrs. S. Moutrie's

MAIL TO STATES GOES OUT TODAY ON THE PIERCE

Incoming Postal Matter Arriving Tuesday By Empress Of Australia

Taking mail and passengers, the President Pierce will leave Woosung late tonight and arrives in San Francisco via Kobe, Yokohama and Honolulu, on February 22. The vessel has been delayed and is due at Woosung from Hongkong early this morning.

The tender with outgoing passengers will leave the Customs jetty at 5 o'clock this afternoon, and incoming passengers from the steamer are expected to land about 9:30 this morning. Mail will close at 3 p.m. today.

Following the Pierce, the next mail for the United States will go on the President McKinley Tuesday, and is to close at 11:30 a.m. for ordinary and 10:30 a.m. for registered matter. The McKinley will dock at the China Merchants Central Wharf about 2 o'clock tomorrow afternoon, and sails at 1:30 p.m. Tuesday. It is scheduled to arrive in Seattle via Kobe and Yokohama on the day the Pierce is docking in San Francisco.

Bringing a heavy mail, a big passenger list and a full complement of cargo, the Empress of Australia is due off Woosung from Vancouver at 3 a.m Tuesday, and will leave for Hongkong at 10 a.m. The tender Victoria with outbound passengers will leave the Customs jetty at 8 o'clock that morning, and incoming passengers are expected to land about 9:30.

With the sailings of the Delta and Nellore for London yesterday, the next mail for European ports will go on the Angkor February 10, and mails from Europe are due on the Angers next Tuesday.

The Angers which sailed from Marseilles on December 29, left Hongkong at 8 o'clock yesterday morning. The steamer Azay le Rideau, bringing the French mail of January 12, will arrive at Saigon on Friday, February 9, and is expected in Shanghai, February 20.

Sailors Up The River Need Reading Matter

Magazines and books are wanted by the Navy Y. M. C. A. for sailors at Ichang, Changsha and Chungking on U. S. ships Monocacy, Palos and Quiros. Letters have been receiving from those ships telling how grateful the men were for the magazines sent to them last November in care of the U. S. S. Isabel. Now they are in need of more reading matter with which to pass the time in these remote stations.

The Navy "Y" will greatly appreciate gifts of magazines, books and gramaphone records for these sailors. These may be sent to 6 Avenue Edward VII or if the house number is telephoned such gifts will be called for.

U.S. Tax Gatherer Reaps Big Harvest

Exclusive Dispatch To THE CHINA PRESS

Washington, Feb. 3.—Federal tax collections for 1922 total G.$2,247,187,000, exceeding the estimates of the Treasury Department.

Officials are now watching with considerable interest the gradually increasing receipts from tobacco taxes, which are now estimated will aggregate more than G.$300,000,000, for the current fiscal year. Of the total anticipated taxes from tobacco sources $154,112,000 has already been paid. Collections for the period ending December 31, 1922, were almost $26,000,000 more than they were during the same period last year.

Chicago Girl Weds Chinese Merchant

Exclusive Dispatch To THE CHINA PRESS

Chicago, Feb. 3.—Miss Josephine McCoy today married Louis Hong-sun, a Canton tea merchant. At the wedding the bride wore a coat said to have formerly belonged to the late Empress of China.

NEW ORCHESTRA

Mr. Frank Courtney, chairman of the House Committee of the Columbia Country Club, announced yesterday that the Club had engaged a new orchestra which would begin playing at the Club with the usual Sunday tea dance this afternoon.

THE GOLDEN GATE FOUR
Entertain
DURING DINNER
at
CARLTON, LTD.

MUTT & JEFF — This Is What Jeff Calls Service — By Bud Fisher

(Copyright 1922 By H. C. Fisher, Trade Mark Reg. U. S. Pat. Off).

JEFF, THE DOC SAYS I GOTTA KEEP OFF MY SPRAINED ANKLE ANOTHER DAY SO I GUESS YOU'LL HAVE TO WAIT ON ME A LITTLE! WILL YOU GET ME A GLASS OF MILK?
CERTAINLY, OLD DEAR!
HERE YOU ARE, MUTT!
LISTEN! THAT'S NO WAY TO SERVE MILK TO A PERSON!
WHAT DO YOU SUPPOSE A TRAY IS FOR? TAKE THAT BACK AND BRING ME THE MILK ON A TRAY!
SHALL I GET A SPOON, MUTT, OR WILL YOU JUST LAP IT UP?
YOU'RE HOPELESS!
Fisher

News Brevities

Overtures for peace are being made by Chi Shih-yuan, Kiangsu Tuchun, to the Fengtien warlord, Chang Tso-lin, through his brother and special emissary, Chi Fu-yuan, according to the Shun Pao.

• • •

An emissary from Fengtien, Yang Ta-chi, is on his way to Shanghai, to consult Dr. Sun Yat-sen on the question of a system of Federation of Provincial Governments in lieu of the present system.

• • •

Among passengers leaving on the President Pierce for San Francisco today are Mr. and Mrs. Charles R. Cox of Ichang, where Mr. Cox is with Gillepsie and Company. Mr. Cox is going to New York on a hurried business trip.

• • •

The annual meeting of the subscribers to the Shantung Road Hospital for Chinese will be held at the Hospital on Thursday, February 8. Mr. Sidney Barton, the British Consul-General, will preside.

• • •

The officers of the three Italian cruisers now in port will hold a dance at the Old Carlton on Ningpo Road tonight beginning at 10:30 o'clock. Officers from the Calabria, Cabota, and Carlotto as well as prominent members of the local Italian community will be present.

Certified babies' milk, prepared solely under foreign supervision, will be available at the Liberty Dairy on February 15, according to an announcement made yesterday by Manager Elwood Varney. Mr. Varney states that the milk will be produced from the only tuberculin tested herd in Shanghai and will be certified for infants by a local physician.

• • •

Among passengers passing through on the President Jackson was Mr. Henry B. Thompson of Granville, Delaware, president of the United States Finishing Company, a textile concern, and deputy chairman of the Federal Reserve Bank of Philadelphia. Mr. Thompson is the father of Mrs. Osborne Wood, wife of Lieut. Wood, son of the Governor-General of the Philippines. Just before he reached Shanghai Mr. Thompson was informed by wireless he was the grandfather of Leonard Wood III.

• • •

Mr. Hugh D. Miller, former American Vice-Consul at Hongkong, is now en route to Singapore to be Vice-Consul.

• • •

The degree of honorary doctor of laws was conferred on Sir Paul Chater at exercises held on Jan. 24 at the University of Hongkong.

• • •

The annual general meeting of the Shanghai Race Club will be held at the Grand stand on Monday, February 12.

• • •

On the occasion of the opening of their new offices in the Dollar Building yesterday, the manager and staff of the China and Java Export Company entertained their Chinese friends, a large number of whom visited the new quarters.

• • •

Premier Chang Shou-tseng has telegraphed to Dr. Sun Yat-sen and General Chen Chung-hsuan of Shanghai to inform them of the mission of General Ting Hua, newly appointed Pacification Commissioner for Liang Kwang.

• • •

The Minister of Finance, Liu En-yuan, has approved the loan agreement concluded between the Shanghai Mint and the Chinese Banking Consortium.

• • •

A Nanchang telegram states that General Sun Chuan-fang, as Commander-in-chief of the Reinforcements for Fukien, has ordered the division of Chow Yin-jen and the brigade of Wang Hsien-chen to guard South Fukien and prevent the troops of General Hsu Chung-chi from entering Canton.

• • •

The demurrer of the action in which A. F. das Caldas figured as plaintiff against Liggestt and Myers Tobacco Co., for alleged wrongful dismissal and for seven months additional salary was heard before United States Commissioner Lurton yesterday. Mr. L. Hartigan appeared for the plaintiff and Mr. F. J. Schuhl represented the defendant. The demurrer was over-ruled.

• • •

Prof. Kiang Kan-hu, the Chinese socialist, made a report of his investigation in Soviet Russia before the Cabinet meeting on Friday.

• • •

The Cabinet has approved the resignation of Governor Hsu Shih-yin of Anhui and authorised his chief of political affairs, Wang Chung-chu, to act as governor for the province.

• • •

The Shun pao reports that General Ho Feng-lin, the local Defense Commissioner, has requested the Central Government to cancel the order for the arrest of Fu Siao-en, director of the China Merchants' Steam Navigation Co.

• • •

The case against Mr. R. M. Andrews, a prominent business man of Tokio and a resident of long standing, has now come to an end. Mr. Andrews was originally arrested upon a charge of espionage, the allegation being that he had taken photographs of fortified places. This charge was dropped after the lapse of several weeks, and Mr. Andrews has now been tried and convicted upon a charge of running a motor boat in Tokio Bay last August. Mr. Andrews was owner and captain of the boat, and it was finally alleged that he had violated the law relating to ship's officers and men and the regulation for the examination of foreign vessels. He has been fined 450 yen.

• • •

A Gospel Meeting is held every Sunday, from 6:30 p.m. to 7:30 p.m., in the China Inland Mission Hall, 9 Woosung Road, kindly lent for the purpose. Bright congregational singing starting at 6:15 p.m. Kindly note that from Sunday, February 11, the meeting will commence quarter of an hour earlier.

• • •

Rev. Lawrence Faucett of St. John's University will speak on "Jesus Christ and the Family Relationships" at the Sunday Service League. Mrs. Harry Kingman will render a vocal solo.

• • •

The executive committee of the American University Club will meet tomorrow afternoon at 12:15 o'clock at the Union Club.

• • •

Rev. James M. Yard will continue his series of sermons on "The Religious Revolution" at the Columbia Country Club this morning at 11 o'clock. The subject will be "Faith versus Creeds."

• • •

Mr. S. A. Lane, Chairman, Chief Engineer and General Manager of the Singapore and Penang Harbor Boards is relinquishing his appointment in the Government Service on March 1st next and proceeding to England on retirement.

• • •

Pensions from $35 to $100 are being granted by the local Japanese post-office administration to Chinese employees who are discharged in consequence of the withdrawal of the postal agency. The amount paid is according to the length of their empolyment.

VESSELS IDLE

(French Wireless through Reuter)

Paris, February 2.—The Temps states that the number of vessels laid up in French ports has decreased since October 15. Refitting has been more active in French than in British ports and is a hopeful sign for the future.

10-YEAR-OLD IS HELPER TO HIS DAD WHO WINS

Pinehurst, N. C., Jan. 14.—A father and son tournament, the first event of its kind ever staged at Pinehurst, was played on the championship course to day and attracted a field of twenty-seven pairs.

The tournament, an alternate stroke handicap medal round, was won by John D. Armstrong of New London and his ten-year-old son, John Bradford Armstrong, the youngest boy taking part in the event. The Armstrongs went around the course in 104 alternate strokes and led in net scoring with a card of 104, 35—69.

P. B. O'Brien, of Detroit and Billy O'Brien, age 12, won the second pair of net score prizes with a round of 94, 17—77, and John D. Chapman of Greenwich, supported by Billy Chapman, also 12 years old, annexed third honors with 94, 16—78.

The prizes for the best gross round were won by Dr. J. S. Brown and T. Russell Brown of Montclair, who covered the course in 83 alternate strokes. D. N. Winton and J. N. Winton of Minneapolis, who played from scratch, were awarded the second gross score prizes for a round of 85.

Moutrie Pianos

Beautiful in Design, they add Distinction to the Finest Homes.

A Successful Record of Nearly Forty Years in Pianoforte Construction, gives us the lead today.

Call or write for our Graded Payment Plan.

S. Moutrie & Co., Ltd.

Victor Distributor

Children like it

It is difficult to make children take medicine but there's no fuss made over taking

"MARROW PHOSPHATES"

Pleasant to take and really effective, "MARROW PHOSPHATES" is the ideal tonic for weakly anæmic children.

It Invigorates and Builds up the System in a Remarkably Short Time.

A. S. WATSON & CO.
(The Shanghai Pharmacy Ltd.)
16 NANKING ROAD.

RADIO
©Ad-Art
BOOKS

AMATEUR RADIO, by Grainger $1.30
CONTINUOUS WAVE WIRELESS TELEGRAPH, by Mittel $1.75
DIRECTIVE WIRELESS TELEGRAPHY, by Walter .. $1.75
EXPERIMENTAL WIRELESS CONSTRUCTION, by Morgan $0.85
HOME RADIO, by VERRILL $2.00
LESSONS IN WIRELESS TELEGRAPHY, by Morgan .. $0.85
OPERATION OF WIRELESS TELEGRAPHY APPARATUS, by Cole $0.85
RADIO HOOK-UPS, by Sleeper $4.50
RADIO FOR AMATEURS, by Verrill $4.50
RADIO RECEIVING FOR BEGINNERS, by Snodgress and Camp $2.00
RADIO MADE PLAIN, by Harkell $0.80
WIRELESS TELEGRAPHY AND TELEPHONY SIMPLY EXPLAINED, by Morgan $3.30
WIRELESS FOR THE HOME, by Hinton $1.30

EDWARD EVANS & SONS, LTD
30 NORTH SZECHUEN ROAD.

Announcing
"The Wonder Corner"

Richterman begs to inform the Public that in order better to serve visitors and guests, he has opened in the

LOBBY OF THE PALACE HOTEL

a Booth specializing in an entirely different class of Art objects than those shown in his store on Nanking Road.

NOW OPEN — *Diamonds, Ural Stones, Jade and Ivory Curios of every Description* — CALL and INSPECT

Different

You know what you've always wanted a cigarette to do.

Chesterfields do it.

They not only please your taste (other cigarettes do that) but they do more.

They give to your smoking an enjoyment so complete so full so entirely different that there's only one way to describe it—

"They Satisfy"

Chesterfield
CIGARETTES
of finest Turkish and American tobaccos—blended

Liggett & Myers Tobacco Co.

A Call To China's Merchants

(Continued from Page 1)

definitely only on the relations as between America and China, he does not mention America purely and solely in reference to the question of financial assistance. In this it is implied, we take it, that he refers to The Consortium as the principal means for China to arrange the loans necessary to re-establish her financial position. America is bound by the Consortium Agreement and, therefore, any such help extended to China would have to be on an international basis as covered by the Consortium undertakings between the nations who are parties thereto.

A statement such as that given out by Mr. Dyer will make it clear to the people of China that the friendship of America makes it necessary for America to speak frankly to China on such questions and undoubtedly the commercial community in China, as exemplified by the Chinese Chambers of Commerce in all the large commercial centers, will welcome an attitude by the American Government toward the Government of China which will stop blind altruism in financial matters, thereby compelling the Chinese Government to inaugurate reforms which will benefit China as a nation and the people of China in their commercial and industrial undertakings.

Trade as we have pointed out can only be conducted between two countries on a basis which will be fair and honest on both sides and when China transgresses every rule of the game, and this she is doing today in her operations of government in failing to meet her just obligations, it is only the part of a friend to tell her what she must do to put matters right.

For the matter of that, we would not have it appear that America alone has the right to speak out as the friend of China. This is by no means the case. Mr. Dyer's comments would just as well cover the positions of other great nations in their relations to China and courageous statements such as his coming from representatives of other governments will be more helpful than any other method, for Chinese suspicions are easily aroused.

As Mr. Dyer pointed out, he will be asked certain questions when he returns to Washington and he is frank enough to give here the answers he will give there. His criticisms should be accepted as constructive suggestions calculated to help China out of her difficulties. The remedy for the existing situation lies in the great commercial bodies of Chinese taking a hand in the affairs of the country, leading the way to a reunited China with a government not of military despots, but of representatives actually voicing the will and desire of the people in trade, domestic and foreign and directing the relations of China with the outside world.

China has no lack of really great and farseeing men in the ranks of her commercial classes. Let them take the helm.

WOMAN CLUB'S NEW BUILDING TO BE DISCUSSED

Plans for the building of the new American Woman's Club clubhouse will be discussed at an important meeting of the organisation to be held Tuesday afternoon, February 6, at the old Carlton Cafe on Ningpo Road.

Every member is urged by the Executive Committee to be present. The amount to be expended on the building, the size of the building, the style of architecture, the material to be used and many other problems will be discussed.

The Social Service Department will postpone their program and the entire time will be devoted to the business of the day. Tea will be served at 4 o'clock.

Almighty God On "Trial" In Moscow

(Reuter's Service)

Berlin, Feb. 3.—A telegram from Moscow states that a mock trial of Almighty God was held at the Garrison Club there. Trotsky and 5,000 Reds were present. Evidence for and against God was given and speeches delivered by counsel.

The telegram adds that the Communist Propaganda Department is arranging for repetition of the trial elsewhere for the purpose of destroying Christianity in Russia.

Smiles from the Mixed Court

BY J. L. BUTTS

The trouble was inspired, as trouble occasionally is, by one of the so-called frailer sex. Whether it was achieved through a disdainful disregard of masculine attentions, or by a policy of non-neutrality as between rivals, or as a result of some one of the various other whimsies of feminine indulgence, does not appear in the record.

Anyway that particular stretch of Robison Road might well have been filmed for insertion as Act IV Scene 4 in a million dollar cinema version of that once-popular melodrama "Julius Caesar." War clubs, pikes, spears and swords rose and fell, thrust and clattered among the swirling mob, while ever and anon the humble brickbat described its graceful arc above the proceedings and disappeared with an effective "plunk." Down at the corner Chinese Police Sergeant No. 750 was 'phoning frantically to the Gordon Road Station, calling for reserves, patrol wagons and liniment.

After the riot squad had charged and the dust of battle had lifted, Inspector Aiers took stock of the situation, noting that the police had accumulated ten panting combatants and a wagon load of weapons.

The above facts were stated in official style at the Mixed Court yesterday, when the ten were charged with conducting a riot, to the detriment of the peace. Foong Oo-zang appeared as chieftain of one of the warring factions and Yang Pau-oo, professional boxer, was designated as the owner of most of the spears and cutlery employed in the fracas.

Foong was the first of the defendants questioned.

"Yes," said he, "it is true that a woman was the primary cause of controversy. But this matter had been adjusted to the satisfaction of the principals at a conference in a teashop. The treaty was ruined when the other side mobilized a lot of rough characters and set upon me and my friends."

The testimony of the other nine was as follows:

"This man Foong brought a lot of men and assaulted us," said No. 2.

"I didn't do any fighting," protested No. 3.

"I was on my way home to dinner when arrested," recited No. 4.

"I was merely passing through the district and I saw the rest of these persons fighting," quoth No. 5.

"Foong and the man who has just testified assaulted me without reason and to my complete astonishment," declared No. 6.

"I wasn't in the fight. I was on my way to the police station to report it when arrested"—No. 7.

"I had just come over from Yangtszepoo to visit a friend and was slugged by a policeman," was No. 8's plaint.

"The first accused invited me to help him in the fight," contributed No. 9.

"I went up to see what was going on and the police made a mistake," explained No. 10.

"Two weeks each!" announced the Assessor, and ordered the spears and other implements demolished.

Mr. Musso, appearing for six of the defendants, protested. His clients were worthy shopkeepers, he submitted and he appealed to the Court to alter the sentence to a fine. After all, he should say, pointing out the absence of serious damage among the warriors, it had been only a friendly argument. He called the Court's attention to the near approach of the China New Year. It would be a sin to send the defendants to jail at this season.

"They can have a good time when they get out; the holidays won't be over," responded the Assessor. "Next case."

PRANKS OF CIRCUMSTANCE

Wong Ching-foh, riding along Shanse Road in a ricsha, was so luckless as to meet a Chinese Police Constable who remembered the passenger's six previous convictions at the Mixed Court. Wong was carrying a bundle composed of two long silk gowns and a cotton jacket and the policeman bluntly demanded proofs of ownership. Wong was halting in his response so the pair headed for Central police station.

They arrived just about the time Waung Pau-sz, 285 Shanse Road, happened in with a description of three missing garments which tallied exactly with those the C. P. C. had over his arm.

In Court yesterday Wong proffered this explanation:

"I was in Shanse Road," he said, "when I saw another man steal the clothing. He saw that I had seen him and he gave me the articles."

Wong will be immune from such fanciful flips of fate for the next nine months.

Traffic Cases Before U. S. Commissioner

U. S. Commissioner Lurton disposed of four traffic cases yesterday.

H. E. Page, summoned on a charge of obstructing Nanking road, was cautioned.

James Crevling, 28 Chaufoong Road, was fined Gold $25 on a charge of driving while intoxicated.

Dr. W. H. Downs, accused of obstructing traffic on Nanking Road, was dismissed with a warning.

P. R. Danner, also accused of blocking traffic on Nanking Road, was cautioned.

Dr. C. T. Wang To Get Sze's Post

(Eastern News Agency)

Peking, Feb. 3.—It is authoritatively reported that in today's interview between President Li Yuan-hung and Premier Chang Shou-tseng it was decided to introduce to the Parliament a bill asking for the approval of the appointment of Dr. C. T. Wang as Minister of Foreign Affairs.

FUKIEN LEADERS SPLIT; CHWANG'S TELEGRAM SCORED

Wang Yung-chien Raps Rival For Using His Name In Peking Message

(Special To The China Press)

Foochow, February 3.—General Wang Yung-chien, commander-in-chief of the Fukien Forces, recently sent his principal councillor, Fu Tso-lin, to Amoy to consult General Chwang Tse-ping on the matter of resuming their allegiance with the Peking Government.

After certain terms were reached, Fu left Amoy; but before his return to Foochow, General Chwang Tse-ping drafted a telegram to the Central Government offering his as well as Wang's support in accordance with his own views. The message bore the name of Wang Yung-chien, who merely received a copy of the telegram after its despatch.

Great dissatisfaction therefore is being expressed by General Wang, who contends that the allegations made in the message were not based on facts and that the message was sent to Peking without his knowledge. He further reprimands Fu for allowing Wang to sent the message without first obtaining his consent, thus causing such unpleasant results.

Friends of General Wang say he has already telegraphed to Dr. Sun Yat-sen, offering the Province of Fukien for the Constitutionalist Cause and promising to take unanimous action with the Kuomingtang Party.

112 DEAD IN MINE

(Reuter's Service)

Berlin, Feb. 2.—The bodies recovered from the Beuthen mine now number 112.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, goitre or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD. For Nervous Breakdown and Chronic Weakness.

VETARZO REGULATORS. Safe and Reliable.

English Price 3s. (other remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. Sold by LEADING CASH CHEMISTS.

A Good Piano

is not necessarily expensive

We hold stocks of

WORLD-FAMED PIANOS

made specially for the climate, etc.

ROBINSON PIANO Co., Ltd.

34 NANKING ROAD

PURE DRUGS — PROMPT SERVICE

At the Sign of the EAGLE

"TRY THE DRUG STORE FIRST"

Drugs, and Drug Sundries
Toilet Articles
First Aid Supplies
Rubber Goods

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NEW CARLTON THEATER OPENS NEXT FRIDAY

Latest Moving Picture Show To Be Cinema Palace

The Carlton Theater in the New Carlton on Bubbling Well Road will open on next Friday evening, according to an announcement made last night by Mr. H. C. Wentworth who comes to Shanghai as manager of the latest moving picture theater to be added to the Settlement's cinemas.

The theater will have two entrances. All holders of tickets for the dress circle (upstairs) will be admitted through the Carlton Cafe entrance, where a separate box office will be established, and all holders of tickets for downstairs will be admitted through the Park Road entrance.

It will have a seating capacity of 950, said to be the largest in Shanghai, and every one of the 950 seats, according to Mr. Wentworth, will be 22 inches wide, upholstered in leather, and the most comfortable seats you ever sat on.

The theater in its entirety will be one of the most magnificent cinema palaces in the Far East. In addition to the splendid facilities offered by the New Carlton building the theater will be strictly fire-proof and will have a large vestibule—which acts as an additional fire-wall, running entirely around the theater. In addition a steel curtain separates the stage from the theater and is equipped with a water sheet to be played on the steel curtain.

GOOD PROGRAMS

Mr. Wentworth, who is an experienced theatrical man with 14 years experience in what audiences like, said last night that an excellent orchestra had been engaged and would play appropriate music for each film, and the best available films from the United States had been contracted for, including the Metro and First National productions starring Nazimova, Mae Murray, Jackie Coogan, Buster Keaton, Constance Talmadge and Norma Talmadge. Some of the pictures, Mr. Wentworth said, would be shown in Shanghai under their agreement, at the same time that they were being shown in the United States, and not weeks, or months, behind.

The orchestra engaged is from the Empire Theater in Tientsin, and is composed of seven pieces.

FRIDAY'S PICTURE

On the opening night—Friday—"The Prisoner of Zenda" will be shown. The picture was made by Rex Ingraham, the same director who produced "The Four Horsemen" and is said to be one of the greatest moving pictures now being shown. Other pictures to follow in the immediate future include Mae Murray in "Peacock Alley," Norma Talmadge in "Smilin' Thru," D. W. Griffith's "Broken Blossoms," Carter de Haven in "Twin Beds," and Nazimova in "Stronger Than Death." In addition news reels, laughable comedies and other features will be shown.

Performances will be given every night at 9:15 o'clock, and matinees on Saturday and Sunday afternoons will start at 3 o'clock. Prices will be uniform at all times regardless of the feature picture being shown. Seats on the lower floor, which will not be reserved, will be 60 cents and one dollar. Dress circle seats will be $1.50 and boxes $2. At matinees children will be admitted at half-price.

LEAGUE SESSION

(French Wireless)

Paris, Feb. 2.—This morning the Council of the League of Nations exchanged views on the quest on of the protection of German minorities in Poland.

After having heard M. Pusta (Esthonia), the Council requested M. da Gama (Brazil) to submit before the meeting of the Fourth Assembly the draft of a report on the question of the protection of minorities in Esthonia.

(French Wireless)

Paris, Jan. 2.—The Reparations Commission has notified Germany of certain orders for the Allies in order to prevent limitation of the Allies' rights.

TO AID GREEKS

(French Wireless)

Paris, Feb. 2.—It is reported from Athens that the American Red Cross has informed the Minister of Public Relief that the United States will guarantee half of the cost of the maintenance of Greek refugees.

TEA FOR DYER

Congressman L. C. Dyer of Missouri will be the guest at a tea party to be given by Mr. Paul Page Whitham of the Asia Development Corporation at his home at 30 Yu Yuen Road at 5 o'clock this afternoon.

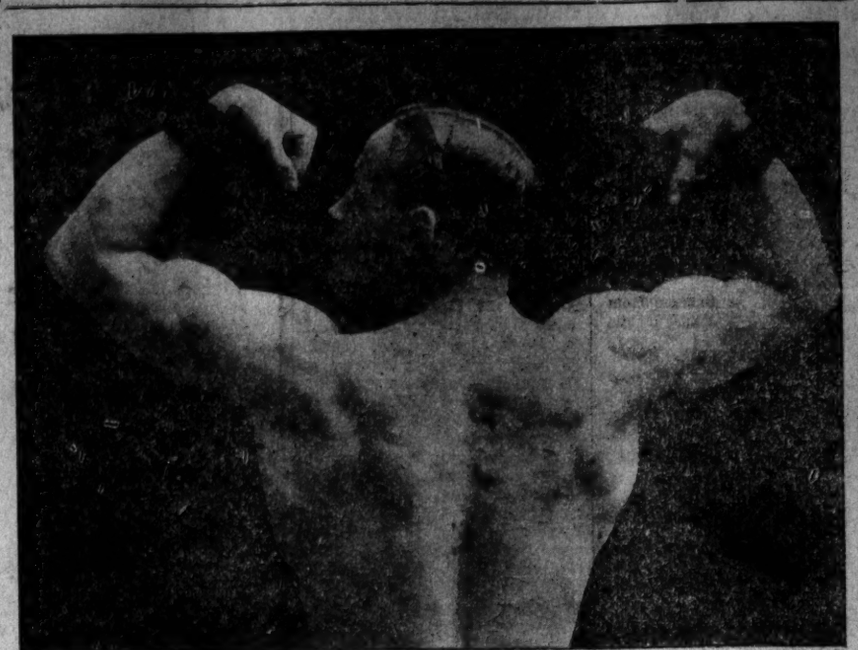
REVENUE GAINS

(French Wireless)

Paris, Feb. 2.—The Temps reports from Bucarest that the total revenue is increasing every month.

The text of a new Constitution has been introduced into the Rumanian Parliament.

Swedish Champ To Wrestle Here



BAUMAN, Swedish wrestling champion, is one of the stars on George Parkes' wrestling and boxing carnival program by which it is hoped to raise a large sum of money for Russian Refugees here. The show will be at the Town Hall Tuesday and Wednesday nights.

U. S. Spinning Mills Buying Raw Cotton From China

(Continued from Page 1)

local trade. It is the high prices that are causing adulterations.

Arrivals of cotton from the producing districts in the interior into Shanghai are extremely small. For instance, there are some 52 buying houses in the Nantao district. At this time of the year the daily receipts used to amount to 3,000 to 4,000 piculs, whereas now only 500 to 600 piculs visible receipts are being marketed a day.

To many this constitutes a great puzzle. They argue that the proximity of the Chinese New Year would certainly have brought out larger supplies if they existed, as this is the time that money is needed by the Chinese agriculturist to indulge in his festivities and try and wipe out his debts. To many, therefore, the conclusion is that the cotton crop this season was nothing like what it has been pictured out to be.

In this non-statistical country, juggling with trade statistics is an amusing and nearly harmless form of solitaire, capable of development, if judiciously handled, into an exciting game for two or more players. The one danger of this game of statistics is that those who habitually play it may take it too seriously. They may even believe that it is leading them to make discoveries which will influence their business judgment.

WHERE IS THE CROP

At present some players of the cotton game are working on the fascinating problem of find the "excellent China cotton crop" that there is beginning to grow an actual fear that this mythical creature does not exist. Simply because arrivals, instead of increasing this time of the year have been falling off has been an upsetting thing. It is quite possible that the Chinese agriculturist, who has had a prosperous season, may not be in need of hard cash, being satisfied with holding on to his stocks until prices appreciate further.

Furthermore, it is claimed that 70 percent of the cotton grown around Shanghai and the vicinity and also around Tungchow has already been bought up by exporters and consumers. After the Chinese New Year the movement of China cotton will depend greatly on the trend of the yarn market and the forthcoming planted new crop.

The Shanghai cotton mills in recent weeks bought quite excessively of Indian cotton. Since last December these institutions contracted for some 50,000 to 75,000 bales of Indian cotton. What quantity of cotton reserves these mills have can never be ascertained for these are secrets in the trade. Many shrewd observers are of the opinion that not even a two month stock is held by the cotton mills. The technical position of the foreign and Chinese mills is not known, and it would appear that the Shanghai mills are at present in about the same position as the mills in the United States.

CAUSE OF SLUMP

The financial depression of 1919 and 1920 in America has contributed very largely to the high prices obtaining now for American cotton. It is a cardinal principle to have more stocks on hand than is needed. The American banks in these depressing years forced the mills in the States to liquidate their stocks, which, as our readers will recollect, caused a big slump in the price of American cotton at the time. Prices dropped to a level that was the lowest in the history of the American raw product. In an average season the Shanghai mills stock three to four months ahead, but this season, it would appear, reserves were not religiously built up.

It is quite likely that the local industry is beginning to realise the folly of depending upon supplies of Chinese raw cotton and are laying in, as we pointed out, stocks of Indian. In the case of Shanghai cotton supplies are available only in very small quantities. The difference between the prices of Chinese and Indian staple is not so large. Best grade Oomras, which would correspond to Shanghai cotton, is quoted at Rs. 93 per picul, the equivalent of Tls. 41.50 cif, while the nominal rate of Shanghai cotton is Tls. 40.50. The Hingkinghat cotton would correspond to Shensi and Tungchow. It must not be forgotten that the Chinese mills in the interior have been drawing on the indigenous supplies, which has caused a shrinkage in the arrivals on the Shanghai market. The market in Hankow is reported to be bare of supplies, there being more buyers than sellers. Around Shanghai, Wusih, Wuhu and Soochow there are over thirty cotton mills. In previous years the Shanghai mills could get their supplies of Taichong staple in abundance. The position now has been entirely reversed and instead of supplies coming to Shanghai are being snapped up by the mills in the interior.

The final outturn of this season's China crop, on the whole, is about a seventy percent yield of normal. Although this conclusion may not altogether be correct in this non-statistical country it is difficult to speak with any degree of authority. The exports of Chinese cotton from September, 1921 to August, 1922 amounted to 376,496 piculs, and from September, 1922 to December, 1922 the exports reached 207,927 piculs.

Last year China imported from India 1,283,518 piculs of cotton as inst 1,328,046 piculs in the previous year, while the imports from the United States last year amounted to 125,575 piculs, against 946,987 piculs in 1921. The reason for less importation of American grades as compared with 1921 were on account of the American crop shortage and high prices quoted for Americans when compared with the prices ruling for the China staple.

WHEAT YIELD

(Reuter's Service)

Ottawa, Jan. 3.—The highest yield of wheat in the Dominion since 1915 was reported by the Bureau of Statistics today for 1922. It totalled 391,425,000 bushels, from an estimated 22,422,693 acres. The yield per acre was 17½ bushels, also the highest since 1915, when 15,109,415 acres yielded an average of 26 bushels per acre.

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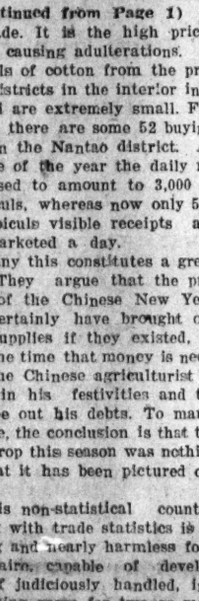

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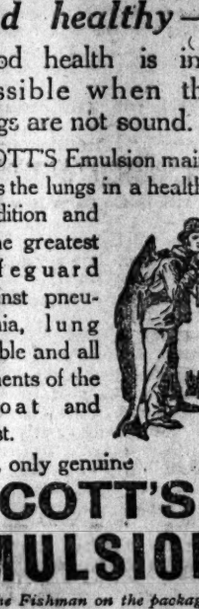

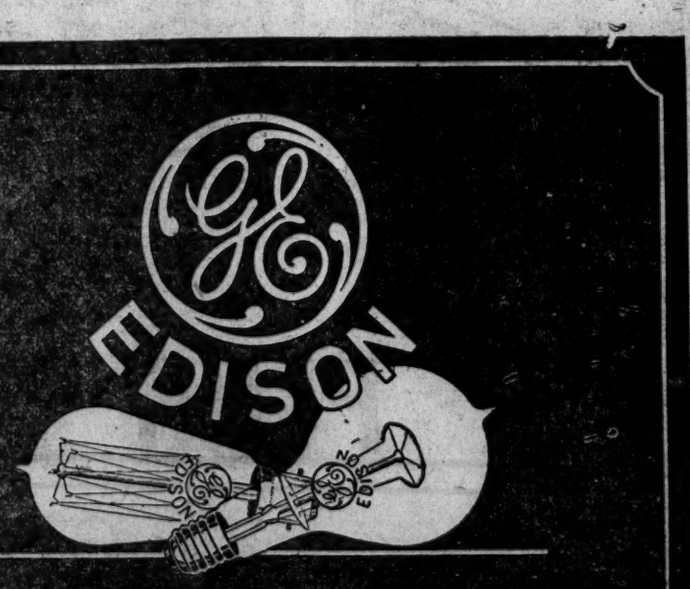

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ROOMS to let with board. Apply to 122, Boone Road. 55975 F 9

TO LET, furnished rooms with board, or without, telephone, garage all conveniences. 151, Avenue Dubail. Phone W. 2732. 55908

14, Astor Road, above Trocadero Cafe, comfortable room, $120.00 including board. With or without board. Apply on premises. 55940 F 3

TO LET, with board, one large furnished room with private bathroom. Also one single room. 19A. North Szechuen Road. Telephone North 1848. 55934 F 7

TO LET, furnished, two large rooms, closed verandah, bathroom attached. 19, Nanzing Road. 55897 F 4

TO LET, in French Concession, near to Verdun Garden, one or two large well furnished rooms, with verandah, facing South, good board. Garage if desired. Apply telephone W. 2547, or Box 650, THE CHINA PRESS. 55875 F 4

EIGHTEEN QUINSAN GARDENS. Clean, cheerful, comfortable rooms, single, double, and in suite, private baths (geyser). Best American home cooking in Shanghai. Central, convenient, location. No charge for coal, special reduction to permanent guests. 55859 F 4

TO LET, in French Concession, one single room with bathroom attached, hot and cold water. Home food. Apply to Box 641, THE CHINA PRESS, or phone W. 2173. 55841 F 4

TO LET, one large bedroom, with bathroom attached, also two small bedrooms, splendid locality, garage, tennis lawn and use of telephone. Please apply 98, Route des Soeurs. 55855 F 13

COMFORTABLE attic bedroom, for one or two persons. Newly refitted, with bath, hot and cold water, with first class board, under new American management, 23, North Szechuen Road. Telephone North 2554. T. F. 117

LARGE bed sitting room, very well furnished with bath, hot and cold water, also small sewing room or study, with first class table board, in newly refitted house now under American management at 23, North Szechuen Road. Telephone North 2554. T. F. 118

FOR RENT, premises 10 rooms with bath and large parlour, and dining room, moderate rent. Apply to 115, Avenue Edward VII. T. F. 109

NICELY furnished bed and sitting room, for one, with first class board, in newly refitted house American management. Address Box No. 625, THE CHINA PRESS. T. F. 119

FURNISHED ROOMS TO LET

TO LET, well furnished room, with private bathroom, board or without. Apply 3 Young Allen Terrace, opposite Quinsan Garden. 53006

FURNISHED ROOMS WANTED

A bachelor wants room with bathroom in Western district. Apply to Box 649, THE CHINA PRESS. 55834

UNFURNISHED ROOMS TO LET

TO LET, two adjoining rooms, kitchen attached, use of bathroom with light, water included $35.00. Apply 24, East Seward Road. 55971 F 7

TO LET, in private German family, large unfurnished room, with bathroom attached, also two attic rooms. With or without board. Apply 24D, Tongshan Road. 55955 F 8

TO LET. One small unfurnished room and bathroom attached. Rent $25.00 per month including light, water and taxes. Vicinity Quinsan Gardens. Apply to Box 660, THE CHINA PRESS. 55948 F 4

BUSINESS OPPORTUNITIES

WANTED Compradore with capital of Tls. 5,000. Solid business, Condition very profitable. Apply to Box 674, THE CHINA PRESS. 55999 F 9

MANAGER: Wanted for sound business proposition, must have small capital ($1,600), which will be refunded three months from date. Good contract, salary hotel expenses and transportation paid to first class man. Apply to Box 647, THE CHINA PRESS. 55858

HOUSES WANTED

WANTED, to rent at Mokanshan for the coming season, a furnished house of 8-10 full-sized rooms, or two smaller houses adjoining providing the same accommodation. The house or houses must be in thoroughly good repair and must be fully furnished. Reply giving full particulars to Box 683, THE CHINA PRESS. 56012 F 7

BACHELOR who had a furnished house the last 2 Years, but now must leave on account of owners return wants some accomodation, preferably in French-town, near the Park. Either small house, furnished or unfurnished, if possible with garage or would consider sharing house with other congenial party. Please apply Box 670, THE CHINA PRESS. 55986 F 4

DETACHED residence with garden, must have modern sanitation and conveniences-minimum required 3 bedrooms-Dining, Drawing and Smoking rooms. If suitable willing to make long lease. Apply to Box 662, THE CHINA PRESS. 55959 F 8

WANTED by responsible party five roomed furnished house, near Hongkew Park from 1st March for nine to twelve months. Apply to Box 629, THE CHINA PRESS. 55817 F 4

FEVERISH FABLES

WHY IS IT THE DAMES ALWAYS PICK OUT THE FAT GUY TO DANCE WITH ?
YOU PROMISED ME THIS ONE-STEP FRITZ
OH FRITZY YOO HOO
BARNEY GOOGLE
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APARTMENTS TO LET

VICINITY Hongkew Park, self-contained unfurnished flat, two large rooms facing south, two small rooms, bathroom, verandah, kitchen and servants' quarters. Light, taxes, water, 'phone. Apply to Box 673, THE CHINA PRESS. T. F. 122

GERMAN private house, 16, Yangtszepoo Road, to let, well furnished flat. 55960 F 6

TO LET, near French Park, nice furnished flat, bed and sitting room with separate bath. First class French cooking. Suitable for married couple or two friends. From 10 February. Also one single room. Just now vacant. 127, Route Vallon. W. 3125. 55809

TO LET, fully furnished two flats, three rooms, bathroom and kitchen. Rental includes rates and light. Apply 135, Bubbling Well Road. 55949 F 4

SITUATIONS VACANT

WANTED—young lady (American), living near Quinsan Gardens, to take Stenographic work after business hours. Reply to Box 679, THE CHINA PRESS. 56008 F 4

WANTED number of Chinese for out door work must be able to speak and write English. Apply to Box 671, THE CHINA PRESS. 55990 F 6

EXCHANGE AND MART

ENGLISH pointer bitch, four years old, well trained, fine hunter $75.00. Winchester automatic rifle 351 caliber, $100.00. 225 cartridges No. 351, $27.00. Address H. C. Ritter, Nanking. 55945 F 4

FOR SALE: Drawing and dining-room furniture, foreign make, Ash and Oak wood. Apply to Box 685, THE CHINA PRESS. 56014 F 9

FOR SALE: American afternoon and evening dresses, selling below cost. 24 Seymour Road. Tel. West 1001. 55900 F 7

EXCHANGE AND MART

WRIGHT AND BELYEA for Houseboats, and all kinds of Motorboats. Woosung and 8 North Honan Road, Telephone N. 295. T. F. 2

THOROUGHBRED Airedale terrier pup female, three months old to sell. Apply to Box 680, THE CHINA PRESS. 56010 F 4

WANTED a motor-boat without motor. Any style, about 20 x 6 x 2. Apply to Box 682, THE CHINA PRESS. 56020 F 7

14 mow in French town, all raised and level, being a perfectly square piece, faces on a new road. Apply Marbleite Co., No. 39, Szechuen Road, near Canton Road. 56026 F 4

FOR SALE: Land measuring about 1¼ mow, B. C. Lot, Paoshan, vicinity of Hongkew Park. Apply to Box 659, THE CHINA PRESS. 55944

SAFETY Razor Blades sharpened like new, three cents single four cents double blades. Send your old blades to the Y.M.C.A. Barber Shop—"The Sanitary Shop. 120 Szechuen Road. T. F. 70

RELIANCE Premier Typewriter standard in every respect new, being sacrificed at one half factory cost Mex. $70.00 each. Montgomery Ward & Co., 20, Museum Road. 55954

FOR SALE: Corona typewriter practically new. $80. Reply to Box 667, THE CHINA PRESS. 55981 F 6

1 set drawing instruments, board, curves, T-squares, slide rules, etc., etc. 1 set of electrical engineering books, 66 volumes. 1 set of Alexander Hamilton Institute modern business course, 24 volumes. 1,45 Caliber Colts Automatic, 1 Herring Hall Marvin Safe, small size. Please apply to Box 655, c-o THE CHINA PRESS. 55903

FOR SALE: Complete Multigraph equipment, good as new, also one Edison-Dick Mimeograph with Mimeoscope. Apply to Carl Crow, Inc., 6B Kiangse Road. T. F. 120

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NOTE: If it is desired to use a box number please add 7 words: "Apply to Box ..... The China Press. All arbitrary signs, such as $—£—%—" (feet)—' (inches) etc., are charged as one word. Please write very distinctly.

France Will Act Alone For Europe's Salvation, Says French School Head

Mr. Charles Grosbois, Speaking Before Current Events Club, Justifies Occupation Of Ruhr

Speaking before the Current Events Club at a recent meeting, Headmaster Charles Grosbois, of the French Municipal School, discussed the Franco-German situation, a question which is of interest throughout the world.

Mr. Grosbois made a particular study of the events and conferences leading up to the French ultimatum to Germany and the subsequent occupation of the Ruhr District, and delivered a scholarly address.

A Master of Arts at the Sorbonne, with honors in literature, he was engaged in educational work in Paris before coming to Shanghai. He was a lieutenant in the French Army, winning the Legion of Honor and the Croix de Guerre for bravery in the field. He lost his right arm at Verdun in 1916.

Excerpts from Mr. Grosbois' address to the Current Events Club follow:

BY CHARLES GROSBOIS

Following the lecture many questions were asked about the German situation. Mr. Grosbois told of the reactionary parties in Germany. He said that out of nearly 400 political murders committed by the monarchist clique only three men were punished.

He quoted the interview that Dr Einstein had given in Shanghai: Dr. Einstein said "It is dreadful and tragic to think that our youth, our students, a majority of our teachers dream of revenge, of war of battles. It is romantism, a sort of madness. But let us hope. I come from Paris where I could publicly expose my scientific theories and when I think of the French scientists and students I have more confidence about the world peace. Let us hope. Time will do what men are unable to do."

I am not expressing any official view but my personal ideas on the subject. I have looked carefully through all the documents and reports of the different conferences since the peace treaty and have tried to form my own opinion in a calm and impartial way, even forgetting, for the moment, that Germans had cut off my right hand and killed, among the 1,400,000 French young men who died on the field, nine-tenths of my closest friends.

Nobody can understand anything of the present situation if the peace treaty is not kept in mind. The basis of all negotiations, of all conferences is this Treaty of Versailles, signed by the Allied Powers and Germany, which states that, as Germany had the whole responsibility of the war, she must pay back everything that could be paid back, and also to give a guaranty against the restoration of her pre-war militarism.

Therefore, Germany must give the necessary money

(1) for the reconstruction of one-eighth of France (a territory as large as Holland, systematically devastated)

(2) Pensions for crippled soldiers (more than 400,000 in France)

(3) for the liquidation of all the interallied debts.

French School Head

M. CHARLES GROSBOIS

The main guaranty demanded was the suppression of the root of Prussianism. . . the army, and the root of all imperialism. . . the Hapsburg autocratic dynasty.

Since the 28th of June, 1920, how has the treaty been enforced? It is impossible to give all details; the main lines only will be drawn.

The future historians will call the period 1920-192.. the conferences period.

In 1920, San Remo, Spa.

In 1921, Paris (January), London (May), Wiesbaden (June), Paris (August).

In 1922, Cannes (January), Genoa (April), London (June), Lausanne, Paris (December).

I have omitted all the conferences concerning the Orient, all the meetings of the committee on reparations, committee for guaranty, the ambassadors conferences, the bankers conferences, etc., etc.

FRANCE DECEIVED

The fact is that after talking too much and after realising that any talk with a faithless opponent is useless, France is now going to act, alone if necessary, for the good of everybody.

Let me cite a few examples:

Up to March 1921, Germany said: "I ask for mercy, I will pay, but for the time being I can't." Allied powers had tried their best to give time or to divide the general debt in annual payments, but in March they found, in spite of all conceivable charity it was impossible to find more than eight milliards gold marks paid by Germany, instead of 20. The London conferences ended by the first threat to Germany, (May 1921 ultimatum): taking of the Ruhr coal, occupation of Dusseldorf, Duisbourg, Customs lines on all the external borders and on the Rhine, 50 percent taken on exported goods, etc.

Germany then agreed to pay and gave hopes to everybody that a settlement would result. Dr. Wirth, the German Premier, promised to disband the troops, including the town guards, to pay 26 percent on the exportations, and two milliards gold marks, annually, raised by taxes. Dr. Rathenau explained to the Reichstag that France had made a great effort for the reconstruction of her devastated areas and that Germany had to co-operate. He quoted Beethoven: "It must be done, it must be done."

But, nothing was done.

In Wiesbaden, Dr. Rathenau seemed to be quite willing to pay, if not with money, at least with goods, provided the French industry would not be endangered. But soon after, in the Cannes conference (January 1922) he explained that Germany was too poor and could not pay anything.

The Allied Powers tried, then another way of adjusting the situation. They organised the Genoa conference and invited delegates from the Soviet Republic and the German Republic. Dr. Rathenau came and discussions went on for one week when, to the general astonishment, it became known that the same Dr. Rathenau had already signed a treaty (Rapallo treaty) with the Soviet Republic. At the very moment when the Allied Powers were giving a proof of their good will, Germany, again, was showing bad faith and treachery.

Many other facts clearly show that nothing is to be hoped from Germany's "good will."

In May, 1921, Germany had paid, though her economical situation was good and all her factories and mills working, but eight milliards Gold Marks, France, deprived of her richest provinces, had paid 20 milliards Gold Francs for reconstruction and had made plans to raise every year about six milliards of Gold Francs. Can Germany say France does not yearn for reconstruction?

It was calculated by experts that German taxes were lower than English and French taxes. Is this a proof of good will? In 1921 when the paper mark was still worth something, Germany could have raised 85 milliards paper marks, and she raised only 60.

German payments to the Allied Powers cannot explain the fall of the Mark, as Germany had paid much less in indemnity than she paid before the war for her army (she has practically no army to pay for now). The explanation of this fall in the value of the mark is in the weakness of a German Government which never asked gold money from the industrial magnates who kept it and, instead, printed milliards of notes (in one week three milliards.) France did not do that because she wants to pay her debts. Germany did it because she will not pay.

When the external value of the paper mark was equal to the internal value, the magnates were obliged to print milliards more to reduce the external value and keep the price of German goods down. German money is not in Germany but in the banks of foreign countries. In Dutch banks, before the war 10 percent was German money, now 85 percent.

Many fairy tales must be scouted. The first of all is the legend of the "poor Germany" and the "militarist France." "Poor Germany" is a poor joke.

"Militarist France" is a good joke, as military expenses in France are now, considering the high cost of living, less than the expenses in 1913.

In 1914 France had 910,000 soldiers and in 1923, including occupation troops she has only 690,000. France and the Allied Powers tried to reduce the German debt last year. It could have been done if Washington had agreed to remit all the allied debts as then England and France could have remitted the other allies and Germany's debts. Mr. Edwin R. A. Seligman of Columbia University declares that it is obvious and unavoidable that the United States must wait a very long time for payment if Germany does not settle her own debts. Interallied debts, contracted by all Allied powers for war uses, should be considered in the same light as dead soldiers are considered. Money spent in making guns or shells should be dead as well as those killed by guns or shells. It must not be forgotten that the victory cost more than large sums of money. France mobilised twenty percent of the French people and lost 16.4 percent The United States mobilised 5½ percent of her total citizens and lost two percent. England mobilised 12 percent and lost 11.2 percent. Italy mobilised 15 percent and lost 9.3 percent. Who is responsible for France losing 16 percent of her people?

At the end of the year 1922, the German debt was reduced but on the whole remained unpaid (138 milliards gold marks). The German Government asked for delay and sang the same song "Poor Germany," and in the meantime, the German business was extending all over the world. Contracts had been signed between the former Hamburg-America line and the Harriman groups. Stinnes had bought many foreign firms and was working in Russia as well as on the Tyrol.

FRANCE TO ACT

Then came the last Paris conference. It was ended because the British Government did not agree with the French scheme concerning securities; and the only way opened to France was to carry out her threats. It is no longer a question of discussing about morality or immorality. It is a question of making a country pay, a country whose fraudulent bankrupcy is obvious. Industrial magnates concealed their profits. The German government, accomplice or not, was unable to make them pay. France will oblige them, at last, to consider their national obligations with more care. They have now an interest in paying, as it would be better to them to accept French conditions than to lose Essen. They will try to make trouble, to show French imperialism to forge cablegrams and to spread false information. They are speaking now of a possible alliance with bolsheviks, when bolshevism is their greatest dread and when they try rather to overthrow their "face" republic than to enforce Marxism in their factories Propaganda is now useless France has in her hands the German wealth and she will keep it under lock and key until she is paid back in money—not smiles or complaints. There is no element of militarism or imperialism in the case but we know that after a while the world will acknowledge that France again did her duty in bringing about justice and enforcing the right and the law. Maybe, if some French advices had been taken on account two years ago, if an effective control had been organised on the German finances, an international loan would not have been necessary, the mark would have been stabilised, a great majority of European questions would have been settled, and creditors would have received a large amount of the money expected. Let us hope it is not too late. Foch is watching.

C 2240

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$1 First 20 Min. $3 per Hr.

Nine Troops Are Entered In Light Horse Section Race

The Section Ride of the Light Horse S. V. C. takes place today, starting at 11 a.m.

The prizes have been presented by Major A. V. Monk, M.C.

The course will be as follows:

Start Warren line.

Course Warren Line Suez, Westward Ho Platform, left handed taking jumps to Family Tree Wade, Right handed to Dallas' Grave, round Clear Water, Family Tree platform, Westward Ho, left handed taking two jumps to Drop and Crawl, right handed to jump by the reeds and right handed again down to Suez, to finish Warren Line.

The entries are as follows:—

L. H. Headquarters (red badge)—Major McMichael, L. H. S. Lienard, Sgt. Fuzzey, M.C., and Sgt.Trptr. Fletcher. Average weight of section, 159¾ lb.

Headquarters "A" Squadron (blue badge)—Capt. Robinson. S. S. M. Dalgarno, Lieut. Wingrove and Tpr. Hill. Average weight of section, 167½ lb.

No. 1 Troop "A" Squadron (white badge)—Lieut. Spence Cpl. Rodger, Tpr. Stang-Lund and Tpr. Columbine. Average weight of section, 169 lb.

No. 1 Troop "A" Squadron (green badge)—Tprs. Offor, March, M.C., Bichard and Sassoon, M.C. Average weight of section, 148¾ lb.

No. 2 Troop "A" Squadron (black badge)—Lieut. Andrews. M.C., Cpl. Toeg, L./Cpl. Liddell and Tpr. Fiddes Wilson. Average weight of section, 160¼ lb.

No. 2 Troop "A" Squadron (light blue badge)—Tprs. Edwards, Godfrey, Mayell and Fergusson. Average weight of section 155 lb.

No. 3 Troop "A" Squadron (pink badge)—Lieut. Trenchard Davis, M.C., L./Cpl. Greig, L./Cpl. Gordon, Tpr. Newbiggins. Average weight of section, 158¾ lb.

No. 3 Troops "A" Squadron (purple badge)—L/.Cpl. Bourne, Tprs. Moon, Mellor and Tytler. Average weight of section, 148 lb.

No. 1 Troop "B" Squadron (yellow bades)—S. Q. M. S. Sheridan, Sgt. Rutherford, Tprs, E. B. Clarke and G. L. Wilson. Average weight of section, 163 lb.

The conditions are as follows: Teams will parade at 11 o'clock on Warren Line. All teams will start at one minute interval. The team finishing complete, having complied with the rules, and finishing in the quicket time will win. The draw for the start is as follows:—

	H'cap.
11.00 No. 2 Team No. 2 Troop "A" Sqdn. (light blue)	1 min.
11.01 No. 1 Troop "B" Sqdn. (yellow)	1 min.
11.02 No. 2 Team, No. 3 Troop, "A" Sqdn. (purple)	1 min.
11.03 Light Horse Hdars. (red)	½ min
11.04 No. 2 Team No. 1 Troop "A" Sqdn. (green)	½ min.
11.05 Hdqrs. "A" Sqdn. (blue)	½ min.
11.06 No. 1 Team No. 3 Troop "A" Sqdn. (pink)	scr.
11.07 No. 1 Team No. 1 Troop "A" Sqdn. (white)	scr.
11.08 No. 1 Team No. 2 Troop "A" Sqdn (black)	scr.

Dress—Drill order with helmets, private saddlery.

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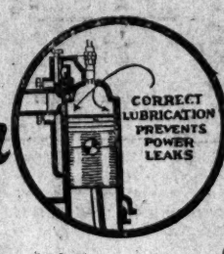

FULL power cannot be obtained from gasoline if a perfect piston ring seal is not maintained. Assuming that the fit and condition of piston rings and cylinder wall are good, a perfect seal which prevents gas leakage can be maintained if the correct lubricant is employed.

Conditions in various motors are not the same. The amount of clearance between piston rings and cylinder wall varies, within narrow limits. Some pistons are made of aluminum alloy, others of cast iron, and these materials differ widely in their expansive properties. The number of rings on the piston and their position varies in different types of motors.

All of these factors and several others affect the selection of the correct lubricant. It is usually best to buy the lubricant of an established company and to secure their recommendation as to the correct grade for a particular car.

No oil can overcome mechanical defects, but if the motor is in proper condition there is a lubricant which will give the desired piston ring seal. Four grades of Socony—Light, Medium, Heavy and Extra Heavy—provide a correct oil for every motor. And correct lubrication enables a good gasoline to deliver the full power which it is designed to produce.

A good gasoline is gasoline that produces quick starts, brisk acceleration, full power and long mileage. Refiners measure gasoline for these essential qualities by the "boiling point" standard. The "boiling point" of a gasoline is that temperature on the Fahrenheit thermometer at which it will "boil" or go off in the form of vapor.

Good gasoline must have a low initial "boiling point" in order to vaporize easily and provide quick starts. It must have a series of gradually rising "boiling points" that it may burn up speedily and provide smooth acceleration. And it must have a relative proportion of higher "boiling points" so as to produce great heat and provide full power and mileage.

Pratt's is such a gasoline. Its *complete chain of boiling points* meets every requirement throughout the range of engine power and speed, just as the well-laid grate fire gets going quickly and produces full heat.

The low initial boiling points—like the paper at the bottom of the fire—ignite instantly and give a quick, easy start. The gradually rising intermediate boiling points—the "kindling"—give greater power and provide smooth acceleration. And the higher boiling points—the "coal"—produce the full power and big mileage.

Motorists who use Pratt's consistently find they can run on a lean mixture all year 'round and keep carburetor and engine trouble at a minimum. Have your carburetor set for Pratt's and then use only Pratt's.

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No. 5 of a series of advertisements designed to promote greater motoring efficiency and economy and to present the merits of "Pratt's Motor Spirits." The next advertisement will appear a week from to-day.

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During the Period of Stocktaking, Valuable Surplus Stocks will be Offered at Specially Attractive Prices. We feature this week Stocktaking Values in Household Furnishing goods, and would call attention in particular to our offer of the **Remaining Stock of Genuine**

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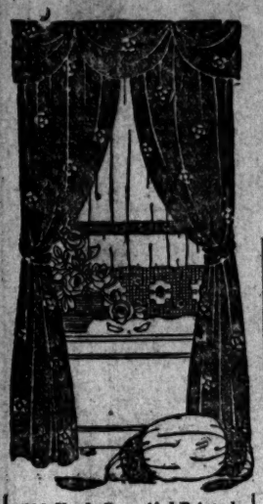
STOCKTAKING VALUES in Furnishing Fabrics :: **STOCKTAKING VALUES IN HOUSEHOLD FURNISHING GOODS.** :: **STOCKTAKING VALUES in Real Witney Blankets**



500 Yards Beautiful Printed Sateen, suitable for curtains and coverings 50 ins. wide Price **$1.25** yard

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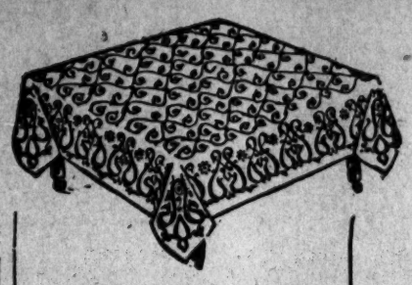

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150 only. Strong wear, all hemmed ready Size 45 by 45 ins.

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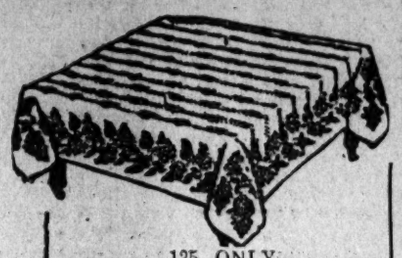

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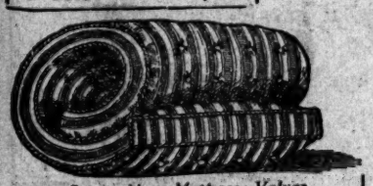

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55 Coir Mattresses made on our premises under foreign supervision Size 6½ x 3 ft Price **$9.50** each

250 Plain Cotton Pillow Cases

Excellent for every day wear.

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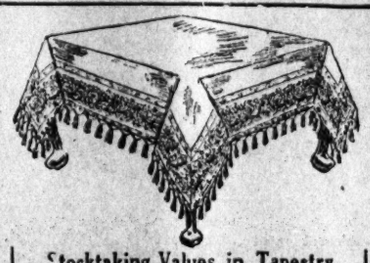

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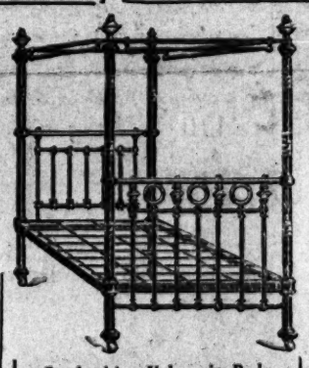

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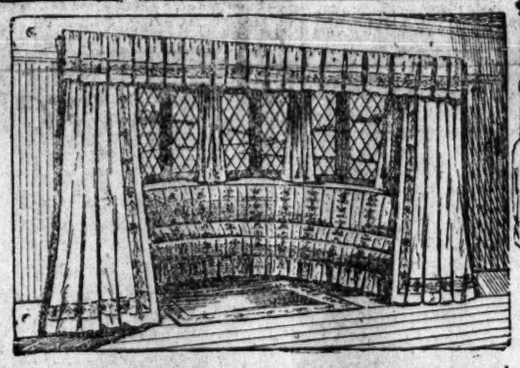

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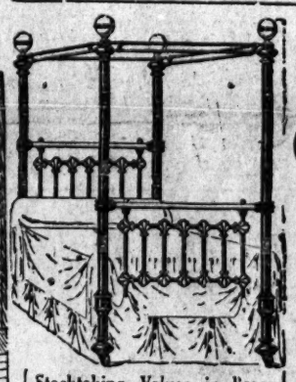

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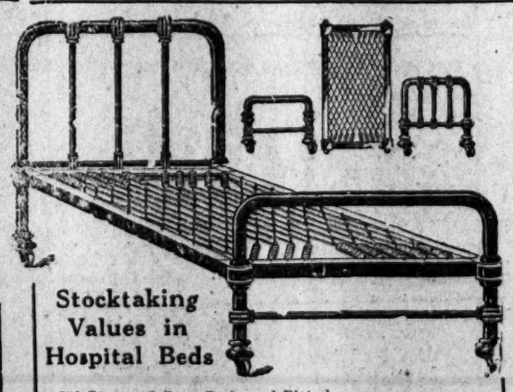

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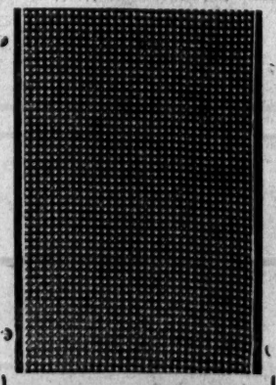

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NANKING ROAD —— SZECHUEN ROAD

The Real Facts About Captain Kidd's "Treasure"

BY JOSEPH B. GILDER

There is no legend more persistent than that of the burial of priceless treasure by Capt. William Kidd, the reputed pirate. The estimated amount hereof has been limited only by the fancy of the historian or romancer. But, liberal as most of these estimates have been, it is probable that the largest sum ever named would fail to cover the cost of the explorations made from time to time to recover some part of this supposed buried booty. From the coast of Maine to the shores of Delaware and Chesapeake bays, and still further south, credulous spades and picks have dug deep pits and trenches, by sunlight and by moonlight, under flaring torches and by the dim rays of lanterns and tallow dips. As recently as the year 1919 a lawsuit disclosed the fact that a New Jersey pastor, settled many miles from the Atlantic coast, had bought a worthless farm on the owner's assurance that beneath its infertile soil lay rich stores of gold and jewels hidden by Kidd and his companions and revealed to the seller (as usual) in a dream!

Of these tales—some of them wonderfully artistic fabrics woven by such artificers as Irving, Stevenson and Poe—nearly all have been shown to be fantastic to the last degree. But one of them has held its own to the present day, and will perhaps never be wholly disbelieved. This is the story that Kidd buried on Gardiner's Island, off the eastern end of Long Island, a great mass of gold, gold dust, jewels, silver plate and the inevitable "pieces of eight." Baseless as this legend is, and variously as it has been embellished in the process of repetition, it is far more plausible than any other of the thousand and one similar tales of treasure buried and lost, or perhaps recovered; and hence it is credited still in quarters where the other yarns no longer find ready credence.

No fact concerning Kidd is better attested, indeed, than his entrusting a considerable part of the treasure he brought home from the East Indies to the third Gardiner of the American line. But not a shilling's worth of the precious store was buried anywhere; it remained in the custody of the lord of the manor for a very brief period; every item of it was strictly accounted for and given up. And Kidd himself, as a matter of fact, never once set foot on Gardiner's Island.

The only authentic account of the supposed pirate's visit to the neighborhood is to be found in the deposition made by John Gardiner in Boston shortly after Kidd and his men were treacherously thrown into jail there. The narrative, related in the third person, is dated July 17, 1699. As here given it is slightly abridged but not otherwise altered:

Late in June (about the 27th) Kidd's counsel, Mr. Emmot of New York, went to Gardiner's house and asked for and obtained a boat to sail into New York. In the evening Gardiner saw a sloop with six guns riding off the island, and in the evening on the second day thereafter he boarded her to learn her name and destination. He was politely greeted by Capt. Kidd, "till then unknown to him," who said he was going to Lord Bellomont, Governor of New York and the greater part of New England, who was then at Boston. Kidd "desired him to carry two negro boys and one negro girl ashore and keep them till he returned, or till his order called for them." Gardiner undertook the commission, and the next morning Kidd sent his boat ashore with two bales of goods and a negro boy.

Twenty-four hours thereafter, in response to a message, Gardiner took six sheep aboard the sloop for the voyage to Boston, and sent two of his men back to fetch a barrel of cider which Kidd "desired him to spare." While the men were away "Kidd offered Gardiner several pieces of damaged muslin and Bengal as a present to his wife, which Kidd put into a bag handed to him." When the men returned with the cider "Kidd gave them four pieces of gold for their trouble, and also bringing him wood." He also gave him "two or three pieces of damaged muslin for his own use." At the same time he offered to pay for the cider, but Gardiner assured him it was already paid for by the present to the lady of the manor. Some of the sailors gave Gardiner's men "muslin for neck cloths." Gardiner then left the vessel, and when he had done so Kidd "fired four guns and stood for Block Island."

Some three days thereafter Kidd, having returned, sent for Gardiner and requested him "to take and keep for him, or order, a chest and a box of gold and a bundle of quilts and four bales of goods." Gardiner agreed to do so. The gold, Kidd told him, was intended for Lord Bellomont. Two of Kidd's men thereupon delivered to the visitor "gold and gold dust of about one pound, to keep for him (Kidd), and did present to Gardiner a sash and a pair of worsted stockings." He then "steered for Boston."

Gardiner "knew nothing of Kidd's being a pirate, and if he had he durst not have acted otherwise," having no force to oppose him. He had "formerly been threatened to be killed by privateers if he should carry unkindly to them." While the sloop St. Anthony lay off Block Island, he declared, Kidd had put several bales of goods and other things on board of certain sloops which had sailed in the direction of New York. From his sworn testimony it appears that he and Kidd got on famously together and parted on the best of terms, the Captain very civilly firing a salute when his guest departed.

This is the true story of Capt. Kidd's visit to Gardiner's Island, and the only one having the slightest claim to credence. But nothing concerning this ill fated man has escaped perversion, and the simple facts narrated by Gardiner have been ruthlessly garbled to bring them into harmony with the man's evil reputation.

Gardiner's deposition was among the papers relating to Kidd which Gov. Bellomont sent to England for use at his trial and over 150 years elapsed before it was copied in London, sent to America and printed in the New England Historical and Genealogical Register, (Vol. VI., 1852.) Meanwhile the unwritten account of the incident which he gave to his family and friends had been so transformed as to bear no resemblance to the original version. The legendary account appears in Munson's "History of Suffolk County" (Long Island), where it is docketed as a manuscript record found among the papers of the seventh proprietor of Gardiner's Island. It is interesting as an example of the grotesque distortion a story may undergo when transmitted for a few generations by word of mouth.

He [Kidd] took what fresh provisions he wanted; came in the night and cut the old gentleman's hands with his cutlass; destroyed feather beds; scattered the paper money about the house; stayed several days and lived well; tied the old man up to a mulberry tree, which is now standing at the north house; left money, etc., with him. It was hid in a swampy place at Cherry Harbor. He showed Mr. John where he put it; told him if he [Kidd] never came for it he might have it, but if he called for it and it was gone he would take his head, or his son's.

In Thompson's "History of Long Island" is printed a letter from a female descendant of Gardiner's, who alleges that her great-grandmother, the third proprietor's wife, roasted a pig for Kidd at his request, and that her guest was so pleased with it that he presented her with a piece of silk, which in the course of time seems to have been metamorphosed into "a small piece—a sample—of cloth of gold."

In reading this rubbish one must remember that Kidd never landed upon the island. Whenever he had occasion to deal with the owner he summoned him to the deck of his sloop and there transacted the business in hand. Gardiner, be it said in passing, had the reputation of being a good fellow, who worked hard, made money and improved his insular domain. He married four times and is said to have been liberal, not only to his wives and children but also to their numerous kin. Kidd's unexpected visits, which put the Islander's little manor on the map, doubtless afforded a welcome break in a somewhat monotonous existence—unless four marriages preclude the possibility of monotony in any man's—or woman's—life.

On July 1, 1699, Kidd sailed into Boston harbor, relying implicitly on Lord Bellomont's written assurance of protection and support. An honest man himself, it had probably never occurred to him that his partner's reassuring phrases were employed only to deceive him and that the plighted "word and honor" of this belted earl were false as a dicer's oaths. Yet such was the fact, and Bellomont afterward boasted that he had "wheedled" his victim into his clutches.

In his "wheedling" letter Bellomont had told Kidd that if he should come to Boston he would be fitted out to go to the West Indies and bring into port the ship he had taken in Indian waters. Having this assurance in mind, the captive sent his jailer to the Governor six months later to say that, if permitted to go to the place where he had left the Quedah Merchant and to St. Thomas and Curaçao he would undertake to bring back goods worth £50,000 to £60,000 which otherwise would be lost. "To remove from me any jealousy of his trying to escape," wrote Bellomont, Kidd was "willing to go a prisoner." The Governor replied, however, that he "could hearken to no such proposition." He had previously, according to his own statement, bidden the jailer "to try if he could prevail with him [Capt. Kidd] to discover where his treasure was hid by him; but he said nobody could find it but himself, and would not tell any further." Yet in the deposition submitted to Bellomont and his council, the Captain had distinctly stated that "the said ship was left at St. Katherina, on the southwest part of Hispaniola, about three leagues to leeward of the westerly end of Savona."

Absurd and conflicting rumors of Kidd's doings continued to reach England even after his long voyage had ended. Thus, a month later than his arrival, according to Luttrell's "Brief Relation of State Affairs," he was reported to have been "taken prisoner by a French ship, the commander of which had sent him in irons to the Great Mogul," from whose subjects he had taken, in the Quedah, goods "to the value of £400,000." The same chronicler put the value of Kidd's jewels at £30,000 and all of his effects when he reached America at £200,000. Three days later (August 3), it is recorded: "We now have letters from the West Indies which contradict the taking of Capt. Kidd, the pirate, and say that after the Adventure Galley was sunk he went on board a Portuguese, and sailed directly for Darien, where the Scots received him and all his riches." Again, two days afterward: "Capt. Kidd, . . . we now hear, was at Nassau Island (Long Island), near New York, and sent for Mr. Livingston . . . and proffered £30,000 to give the owners who first fitted out the Adventure Galley and £20,000 for his pardon." Twelve days later we read:

Letters from Curassau (Curacao) say that the famous pirate Capt. Kidd, in a ship of 30 guns and 250 men, offered the Dutch Governor of St. Thomas 45,000 pieces of eight in gold and a great present of goods if he would protect him a month, which he refused.

It was not till August 22—nearly eight weeks after the event—that authentic word reached London that Kidd had surrendered himself to Lord Bellomont. So long as a century and a half afterward Lord Chancellor Campbell wrote that, having "cruised against the commerce of all nations indiscriminately, . . . after a sharp engagement with an English frigate, in which several fell on both sides, he was captured and brought home in irons!"

Nearly a year elapsed before Bellomont sent his prisoner to England for trial, piracy not being a capital offense in America, and yet another year slipped away before he was actually tried, condemned and hanged for murder and piracy—not because he was guilty of those crimes, which he was not, but as a scapegoat for Lord Chancellor Somers and the other grandees who were his partners in his last voyage—one of whom was Bellomont himself and another the King of England.

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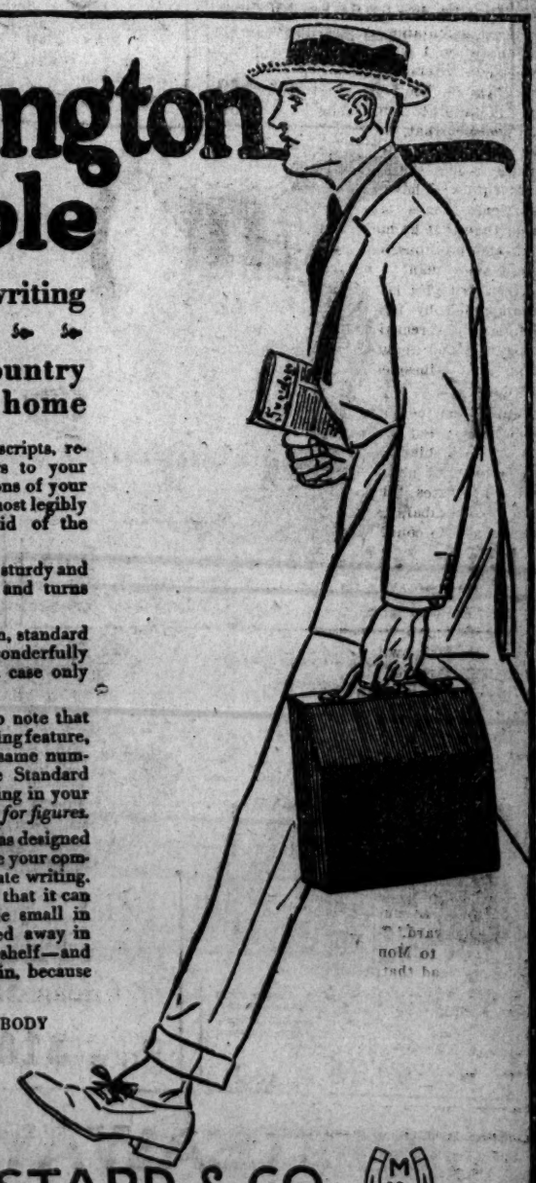

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Capt. Monckton's Amazing Experience In Cannibal Land

In New Guinea, The Last Of The South Sea Islands To Resist Civilisation, He Fights His Way Through The Treacherous Bands Of Savages And Scales One Of The Highest Mountain Peaks In The World

BY ERNEST BRENNECKE

The South Seas are wearing out. The dazzling coral isles where Herman Melville escaped the cooking pots of cannibals, the lagoons where Charles Warren Stoddard, and the heroes of Jack London were snatched miraculously from the jaws of man-eating sharks and dallied beneath the palms with coffee colored native maids, have become a prey to the effects civilisation of reformers and professional tourists. The cannibals have fled in horror before the invasion of victrola-jazz, biscuit tortoni and taxicabs. And the Kawa has sailed for the North Pole.

There is still one South Sea island, however, which has resisted the onslaughts of evening clothes and other modern conveniences, an island where square jawed men with eyes, nerves and hearts of steel may still find man-eaters, jungle fevers and raging torrents to conquer. It is New Guinea, the largest island on the earth, with the exception of Australia. Here the lure of danger and hardship still draws adventurous spirits from the calm Western world. One of these, Capt. C. A. W. Monckton, F. R. G. S., F. Z. S., F. R. A. I., a knockdown Britisher, has just written an account of his experiences as a Resident Magistrate and Commander of the Armed Native Constabulary in the island, under the title "Last Days in New Guinea" (Dodd, Mead & Co.). It is a book that should be the vade mecum of all who wish to taste the perils of the island's icy mountain torrents, mosquitoes and bushmen's venomous arrows.

Monckton's tale of his ascent of one of the highest peaks in the interior, for instance, is the narrative of a feat that will whet the appetite of any red-blooded thrill seeker.

"In 1906," he begins, "it became necessary for me to make a journey to the far Aikora and adjacent districts, situated on and round Mount Albert Edward, in order to visit the outlying tribes of Gagara and Kambisa and other unknown peoples, and to map Mount Albert Edward for geographical purposes.

"Unfortunately I could not take a single officer from any of my districts to accompany me, and yet a second white man was imperative. Bishop Stone-Wigg, however, came to my assistance and lent me one of his missionaries to go with me, the Rev. Percy Money.

"The entire success of the expedition was due to Money. He sketched mountains, he took observations when I was sick, he kept my people cheerful, and he carried the Bishop's boots to the top of the mountain! For Stone-Wigg had declared that, though he could not go himself, certainly his boots should reach the highest point of New Guinea! I have heard nothing of Money since this expedition other than that he had got married to a she missionary. He always was a brave man!

"On April 17 I left Ioma station accompanied by ten regular constabulary, all recruits, six village constables and about one hundred Binandere tribesmen to act as carriers."

Monckton's personal safety was largely intrusted to Sergt. Barigi, the terrible black commander of his escort. "I never had a better man," he writes, "than the Binandere ex-cannibal, Barigi of the Mambare. He could deal faithfully with the roughest and most truculent of savages, even in the mass; he feared neither man, ghost nor devil, nor any peril in Papua, but he walked in awe of a small, lean, shrewish wife! He would sometimes, I regret to say, appear in my room wearing a worried look.

"'Well, trusty old warrior, what is the matter?'

"'That wife of mine; she has cut up my best uniform jumper, she has broken all our cooking pots, and hit me over the head with a dead fish! The last time she carried on you told me to handcuff her. I did, and she behaved like a bush devil for a month afterward.'"

To return to Monckton's actual ascent, we read that he called first at a gold working on the Aikora River, a claim there being worked by two men called Bruce and Erickson. "After leaving Bruce's claim," he continues, "we steadily climbed. There was plenty of rain, but no water, for the rain ran into moss in the earth. We collected some filthy water from our very dirty tents, and boiled it. From now on we climbed higher and higher, until we struck some native villages at about 9,000 feet Off bunked the natives, as we marched in; and good cause they had to bunk, for we found in their houses revolvers, mining tools and many other articles that had palpably been looted by them in raids Ginana was the name of the village I had entered, and on the following day I was successful in inducing about a dozen of the male inhabitants to come in. The beggars were by no means friendly. I made some of the older men presents, which they received in a suspicious and distrustful way; of course the blighters knew that they had been murdering and looting among the miners' camps, and consequently suspected my gifts. They showed me, however, a track that led to the summit of Mount Albert Edward.

"Shortly afterward I crossed a gorge and scaled a precipitous track leading up to a large village opposite in search of a better camp. The track was so bad that in places I had to use a rope; the difficulty of the ascent not being improved by the knowledge that a couple of bowmen on top could pick us off like so many crows, were they so inclined. Upon reaching the top I found a village of forty large houses, which were all deserted; but a few natives were dodging about on the spur at one end.

"I left a couple of A. N. C. to guard the top of the track and moved lower down toward a few houses, where I purposed making a fresh camp. Some old men now came and assisted the carriers to bring down the gear. A few truculent looking young men put in an appearance, and offered to assist in cutting poles for the tents, but on being supplied with tomahawks for the purpose, at once bolted with them.

"Shortly afterward Private Kia's uniform, which had been placed in the bush to dry, was stolen; whereupon I told two men, by whom water was being brought to us, to return to their people and tell them that unless the stolen articles were at once returned to us I should kill their pigs and loot their gardens. The two men said that they should be returned at once, but neither they nor the articles appeared; instead of which a group of armed natives began to dance upon the hill above.

"I could now plainly see that, do what I would, I must sooner or later become involved in hostilities with these people, for I could not possibly submit to having spears thrown at my men or goods stolen, without very soon having the natives treat us with entire contempt; at the same time to remain on neutral, if not on friendly, terms was of extreme importance to my mountain work. And, again, my party was not equipped for fighting, having no reserve of ammunition.

"As night drew on more natives appeared dancing on the hill above my camp; we shouted to them to bring back the stolen articles, but this request on our part they treated with contempt. It was now dark, but a keen-eyed Binandere noticed spears moving in the grass; whereupon into that spot I fired a fowling-piece and also ordered the constabulary to rush the place. The spearsmen hastily fled into the dark.

"The following morning Money went to them, escorted by a few police, and persuaded the men to return to talk to me. There were about thirty of them. The two young men by whom the toma hawks were stolen were with them, and with amazing impudence were actually carrying the stolen tools, while others were wearing fragments of the serge and red braid of the stolen uniform as head ornaments! While in the camp several of the men made attempts to steal other articles, but were promptly checked. I was not made easy by discovering fresh bloodstains on the head of one of the clubs carried by one of our visitors.

"A man captured on the previous day was now produced, in the hope of making a good impression, and I found they had previously fancied that we had killed him. Unfortunately, they regarded his being handed over as a sign of weakness on our part. Shortly after this they departed, first taking from behind a bush the remainder of the stolen uniform, and removing it with them."

Monckton explained no further trouble from this particular band. Out of many other ticklish situations he always managed to extricte himself, modestly ascribing his good fortune to the absolute dependability of his native bodyguard. "Though family affection was very strong among the people," he remarks in passing, "loyalty to the man they for the time being served was even stronger. I remember on the occasion I was on the Mount Lamington expedition with Mr. Surveyor Tooth. On that expedition I had with me a man named Maione, a private of constabulary, from a tribe from whom I had no other man.

"On the expedition we suddenly marched into a party of Maione's people returning from a raid, and carrying the bodies of their victims preparatory to a feast. After a small scrap, we seized the chiefs responsible and buried the bodies of the victims. During the fight Maione grounded his rifle and took no part, explaining afterward that the people we were scrapping with were his own relations. That night my scouts reported that an attack was being prepared against the camp, with the object of rescuing the men in my hands. My sergeant came to me, referred to Maione's action during the day, and suggested that he should be disarmed in case he should desert to his relations and, from the darkness, use his rifle against us, in which case we should be in a parlous fix, as Tooth, myself and the non-coms could easily be picked off by a rifleman in the scrub. I declined to allow Maione to be disarmed, but gave orders that a man should be detailed to watch him without his knowledge, and with instructions that should he show any signs of bunking to the enemy, he was to be shot.

"Night and the attack came; it was a hot attack and pressed home upon us. I joined the firing line; and quickly had to weaken my line to reinforce Tooth at the rear. Suddenly I was conscious of a rifle banging just behind me.

"'Who are you?' I jerked over my shoulder as I was recharging my magazine.

"'Maione,' came the reply.

"After the fight was over I asked Maione why he had fired upon his own people, and he replied: 'I did not intend to until it became a question of their killing you; then I had to take a hand.'

"Maione then became my permanent personal orderly."

Resuming the main thread of his narrative, Monckton describes the difficulties of the ascent through the jungle as follows: "We had been steadily climbing since 6 a.m. and all this time had been without water or food, for the one meant the other. We had reached an altitude of 9,000 feet, and a thin, icy breeze blew from the top of the big mountain, chilling my carriers, who had been sweating hard all day, to the bone. Firewood there was in plenty, but prospects of breakfast there were none and I know that unless I could soon feed my men the cold and starvation would cause them to fall in heaps under their loads and go sick, with consequent disaster to my attempt at Mount Albert Edward.

"At dawn some police scouted ahead, the while the carriers, Money and myself shivered round the fires. Clever constabulary; they discovered a soakage of bad water from which we were able to collect enough to give every man in the party a pint of hot pea soup, which cheered them all considerably.

"On May 20 we climbed the main and highest peak of Mount Albert Edward, and there found, near the summit, two deep blue and beautiful lakes. From the summit bearings were taken of the surrounding peaks. The height was found to be, by boiling point, 13,230 feet above sea level. From this it would appear that Mount Albert Edward is the highest mountain in British New Guinea.

"On the summit I shot a pair of rails and another bird strange to me and a carrier brought me a new species of cuscus, all of which were preserved. The thermometer fell during the night to 26 degrees Fahrenheit, and all water was frozen solid in the morning. The faces of the carriers when they were ordered to chop the water required for their morning meal out of the creeks with tomahawks were a study in expression. Some of the police and carriers stowed lumps of ice away in their packs to take back and show their relations, and were fearfully disgusted on being told that it would not stand carriage.

"At 1 p.m. on the following day camp was struck and we descended to a height of 11,000 feet, where I again camped for bearings to be obtained. On the next day we again followed the spur, stopping to take bearings at intervals. A fine view of the coast line and valleys of the Chirima and Yodda were got at one point and photographs were taken. At about noon bearings were taken on the Kambisa villages, and the height we were then at showed that we were close to the junction of the spur and the track down which we had first descended to those villages. After a little hunting about, the police discovered a track a couple of hundred feet below us, which we then followed, and emerged at Messrs. Bruce and Erickson's claim on the Aikora at noon the next day.

"I heard there, with regret, of the death from chest complaint of one of my carriers, who had been sent down sick. My native carriers seemed to regard the death as a necessary sacrifice to the big mountain; as did later the man's own relations and fellow villagers when I went to apologise for his death and to pay compensation.

"The big mountain with the cold heart only took one; it might have demanded many,' was their expressed view. 'It is no fault of your.'"

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THE CHINA PRESS

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Weather

The pressure raises again, in the north and monsoon will set in again along the whole coast. Fine weather mild to night, probably colder tomorrow.

Today's Church Services

Community Church: 11 a.m. Columbia Country Club, 50 Route Doumer (Take Zikawei No. 2 Tram) Rev. J. M. Yard, "Faith versus Creeds," Soloist, Mrs. Leonard, 5 p.m. Masonic Hall, 30 The Bund, Rev. Gordon Poteat. A cordial welcome is extended to all who wish to attend these services.

Holy Trinity Cathedral, Sexagesima, 8 a.m. Holy Communion. 10:30 a.m. Mattins and Sermon: Psalm 139; Lessons: Gen. iii, Mark ix, 33-end; Garrett in D.; Anthem: "In Thee is gladness" (Stanford); Hymns 5, 291, 167; Preacher: The Sub-Dean. 11:45 a.m. Holy Communion. 3 p.m. Children's Service and Sunday School; 6 p.m. Evensong and Sermon: Psalms 25, 26; Lessons: Gen. vi, 5-end, I cor. x, 1-24; Anthem: "O Gladsome Light" (Sullivan); Hymns 13, 588, 290; Preacher: Rev. W. Robbins, M. A.

St. Andrew's—8 a.m. Holy Communion. 10:30 a.m. Mattins and Sermon: Preacher, Rev. T. W. Hall, M. A. 8 p.m. Service for sailors and seamen: Preacher Rev. T. W. Hall, M. A.

St. Joseph's Church. Low Masses at 6, 7 and 8:15 a.m. At 10 o'clock, High Mass. Sermon in English. At 4 p.m. Benediction. On week days, Masses at 6 and 7:30 a.m.

Union Church, Shanghai—11 a.m.—Preacher: Rev. A. Norman Rowland, M. A.; Subject: "The Strength of Joy;" Chant No. 83; Anthem: "Now is come salvation;" Hymns 549, 204, 126. 6 p.m. Preacher: Rev. A Norman Rowland M. A.; Subject. "Christ and the Fellowship;" Chant No. 31; Hymns 51, 350, 197. 7 p.m. Communion Service.

All Saints' Church—423 Rue Lafayette (corner of Rue Chapsal) 9:30 a.m. Holy Communion and Sermon: Preacher: Rev. C. F. McRae, B. D.

Christian Science Society of Shanghai—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Love." Sunday School 10 o'clock. Testimony meeting Wednesday evening 6 o'clock. Reading Room open daily except Sunday from 10:30 a.m. to 12:30 p.m. at No. 12 Nanking Road, Room 71.

Society of Friends (Quakers) Shanghai—Meeting for worship 11 a.m. at No. 12 (6) Jinkee Road, second floor.

Gospel Meeting.—Every Sunday, 6:30 to 7:30 p.m., in the China Inland Mission Hall, 9 Woosung Road, kindly lent for the purpose. Bright congregational singing starting at 6:15 p.m. From Sunday, February 11, the meeting will commence quarter of an hour earlier.

Why Britain Can Pay Interest—And Others Can't

The yearly interest charge at 5 percent on Britain's $4,277,000,000 war debt to America amounts to $101,870,459, as the New York Times notes. So the two payments, on October 16 and November 15, respectively, of about $50,000,000 each, pays the British interest for the current year. "There is still something like $611,000,000 arrears of interest which England did not pay, and her payment of which our Government did not ask, covering the period from the middle of 1919 to the present autumn," which this paper thinks will be funded with the principal by the Allied Debt Commission. It is the opinion in the New York financial district, we read on, that—

"The building up of Great Britain's balances with her fiscal agents in this country has been a task of long duration, carried on slowly and surely and day by day, in order to cause slight disturbance to the markets. The balance of Great Britain in this country has by no means been exhausted by yesterday's payment of $50,000,000. In some quarters it is estimated that, in addition to the $100,000,000 which has been paid to the United States Government within two months, Great Britain has here on deposit to her credit a sum approximately equal to the amount which has been paid. It will be used for further debt payments and for commercial transactions in this country in which the British Government is interested."

The Times explains editorially that the British Government's payment does not settle the question of the general practicability of the resumption of interest payments by the eight other nations owing us debts contracted during the war. Further—

"It does not mean that the problem of the Commissioners, appointed by Congress to "refund or convert" the obligations of all these States to the United States Treasury, will be simple. England has effected this autumn's transfer of $100,000,000 through use of various accruing foreign balances, mostly derived from interest in England's holding of American stocks and bonds, from her ship services, from American capital invested in British securities."

Secretary Hoover's belief, expressed in his recent speech, was that the other solvent debtor States could easily meet the annual charge in the same way. This is at best doubtful in the present actual situation. France and Italy, whose debt to our Treasury is the largest next to England's—their combined annual interest payments at the 5 percent rate would be $229,938,000—have no such accruing balances in foreign trade as England. Aside from the credits arising from American tourist expenditures, the machinery for transferring such a sum under existing conditions is not evident. Neither foreign investments nor shipping services, nor even American capital newly invested in those countries, would be a large reliance for France or Italy.

Over-Use Of The Eye

BY DR. F. M. GENSBURGER

Few people realise to what extent they are overusing their eyes, and those who do, take but few precautions to prevent it, and continue to overuse them. They patronize the dentist as a matter of course; if they have a tired back, they give it all the rest they possibly can; if they suffer from headaches, they take Aspirin immediately, without consulting their family physician as to the cause of the constant headaches.

They get relief, it is true, but it is only temporary, and the headache is bound to come back again. They do not realise that a headache may be due to many things; sixty percent of them originate from eye-trouble, and instead of determining the cause and removing it, they neglect themselves, and that is why the eyes are pushed to the limit, until symptoms of trouble appear, when their frightened owner is willing to do anything to restore his vision to what it used to be.

Our modern civilisation has put an enormous amount of work on our eyes. Education strains the eyes, so do the details of our daily work, much more than nature has prepared them for. The number of people who over-use their eyes is very great, and then they are surprised at the appearance of eye-troubles.

The student who burns the midnight oil deserves much credit for his strenuous efforts, but he is using his eyes altogether more than he ought to, and is therefore taking a lot of chances.

Many students sacrifice their health and lives in attaining an education, because of the brain strain sustained by over-use of the eyes at close range. All occupations requiring constant close use of the eyes tend to break down health. Very often students with really superior minds are considered dull because they fail to memorise or remember what they read in their text-books. The reason is, that they are afflicted with such great eye-strain, that it requires nearly all of the nerve-force they possess to fix the eyes upon the book, and there is not sufficient left for the process of ideation and thought.

China In 1922

KIAOCHOW TERRITORY

Such a review calls for facts, actual conditions, and not what we wish had been. The peculiar importance of Tsingtau just now makes it imperative that the reviewer should a "round unvarnished tale deliver." There will, therefore, be things both good and bad, with some opinion as to their bearing on the future development of their port.

RESTORED SOVEREIGNTY

The Chinese flag is floating on the big yamen where for more than two decades foreign flags have waved. We are, as this is being written, in a state of flux, and it is all the more difficult to interpret conditions. The year began with high expectations on the part of the Chinese with corresponding depression among the Japanese, because of the approaching Washington Conference. Whatever the mind of the Tokio government may have been, locally tha rank and file of Japanese planned, wrought, leased lands, and built, as if they were forever to be in control. They were counting on nothing else.

JAPANESE ENTERPRISE

Proper credit should be given the Japanese for the maintenance of streets and roads in and near Tsingtau, though many of the fine German roads farther out in the country have been neglected; for the enlargement of the water works; for all sorts of sanitary measures; for considerable building; for the unkeep of lights and telephones. Concerning these last two, the public has paid well for the continued service, and the Chinese are paying well for their purchase. There are certain improvements which one hopes the Chinese will make. One is that the patrons shall be permitted to pay only for the amount of electricity used; another is that the "squeeze" and speculation which prevailed in the telephone business will be squeezed out forever, and that sufficient boxes for all subscribers may be provided at a minimum and fixed price. Yen 300 is entirely too much to pay for one installment.

LAND LEASES

The offensiveness of this matter to the Chinese is based on how the Japanese managed the the leasing of public lands. When it appeared clear that Japan would retire from this territory, practically all vacant land in sight was appropriated by the government and leased quite rapidly. Bona fide sales of lands were planned, the date set, and twice postponed, then stopped altogether. The resistance of the Chinese while sufficient to stop the sale was not enough to stop the leasing. Public lands, wooded hills, and everything that should have been left for beauty in the city, or if touched at all should have been left for the incoming Chinese government to decide upon, were cut up and leased largely to Japanese citizens; many of these were then in government employ, and had the first chance at making application.

A few Chinese went in, but few foreigners had notice in time to get any. Today there is scarcely anything left; practically everything is in Japanese hands, and if a citizen of another nationality desires a site for building, he must resort to an openly practiced legal evasion of buying the privilege of erecting a building from a Japanese at a pretty sum. Thus they are making a good thing from something which cost the Japanese citizens nothing. It is said that the new Chinese government has cancelled 100 lots in a certain section because they were granted after June 2, 1922. The proceeding has left a deep, dark, brown taste in the mouths of the Chinese; they call it in plain talk the "stealing of China's public lands."

BUILDING BOOM

Within the last 16 months there has been feverish activity in building; government pressure to build was strong. There was no natural demand for so many houses, and now there are many signs of "House To Let" to be seen. Without the natural demand, one wonders where the money came from, and why so many shoddy houses were built; they are already showing signs of hasty construction, insufficient time, exposure to frosts, damage from winds. Unfortunately many are hardly desirable for European occupancy.

RAIL IMPROVEMENT

A clean service has been maintained, beside which the conditions on government railways further west are described as being the opposite of heaven. It is hoped that the new management will not fall below the high standards of the past eight years in cleanness and promptness. Some new rolling stock has been added. The line has remained in good working order till this transition month; suddenly the engines (still with Japanese drivers) began to develop tendencies to break down. It is said that on one occasion it was necessary to use five different engines to bring in one train. For long stretches the steel ties laid down by the Germans have been replaced by wooden ties, the steel being shipped off to Japan. Some doubt this improvement.

COMMERCIAL STATUS

As is known the railway and port have been in a foreign stranglehold; the Chinese are now trying to extricate themselves from this. The allocation of cars at the mines and to other shippers than Japanese has not been satisfactory; the handling of goods at the harbor end has given dissatisfaction. During this month, January, the price of peanuts has risen; I am told this is a flurry caused by the Japanese to sieze the marketable product, store away in Japan, and wait for rising prices. Every available car is being given over to the transportation of peanuts for the Japanese market, while coal cannot be brought in except in limited quantities; the price of coal is up, because cars cannot be had. This city's fuel supply waits on a financial bubble.

The protracted struggle between the Chinese and the Japanese over the Stock Exchange was settled late in the year. A new building for the Exchange is being erected at a cost of Yen 350,000. Commercially the future is brightening for the Chinese firms that are willing to settle down to general business; some of the stronger Japanese firms will continue to do a good business by doing work cheaper than the foreign firms can do it; many smaller Japanese firms will be frozen out, since their 20 percent subsidy has stopped. The outlook for English and American firms is not such that they are congratulating themselves yet.

BANDITS

The distraction of mind for many months from fear of bandits is past. The Chinese have settled the trouble in a characteristically Chinese way, and there is peace and quiet now. The crisis came just beore the delivery on December 10. There needs to be more truth telling about banditry as conducted in and around Tsingtao, that the past history may be kept straight. There has, however, been so much repression, concealment, and official denial, that one hesitates to give too many facts. The truth is that low class Japanese with low grade Chinese, with the official connivance at their depredations, extortions, and exactions, have been doing a land office business in kidnaping. Heartlessness, cruelty, and rapine have devastated three or four counties near here. Even though plain cases of responsibility for allowing this to be were brought to the authorities, they denied or evaded responsibility, and it all amounted to nothing, so far as getting justice goes. Without this connivance at by the Japanese, these dreadfully unfortunate conditions could never have been. This is said in spite of previous denials; there are plenty of facts to substantiate the above brief account. The firm stand of the Chinese police on the afternoon and night of December 10 put fear into the hearts of offenders of both nationalities. Undoubtedly much of this "inspired" trouble is past for good. Visitors as well as intending residents may come here for rest and enjoyment with safety.

RELIGIOUS

Religious workers are here confronted with a rare opportunity. So many in the new government offices, in lower or higher positions, have been educated in Christian schools and in America that their coming gives Christianity a new dignity to the man on the street. The Y.M.C.A. has during the year begun operations here. There is a non-Christian organisation bearing the same name. The Berliner Mission has sent out a superintendent to inspect their work; a new family has been added; one of their older men, Rev. Mr. Kuntze, who had been in China for 31 years died of ptomaine poisoning during the summer. During the war and later, the financial support of this Mission was much diminished; this is now in a measure being made up by the contributions of their German brethren in America. For work among the Chinese there are the Catholics, the Presbyterians and the Baptists.

Readers of this survey will ask, What are the Chinese doing? Will they be able to administer the affairs of an open port as well as it has been done by the Japanese, or would be done by some international commission? A categorical reply cannot be given. We must be fair and not condemn everything that does not articulate and work smoothly from the word "Go." It is true that various departments have been extremely slow in getting organised; the choice of men for constructive work, at times, was not felicitous; second, third and fourth class men soon found tasks too big, and the rapid changes in departments heads have been kaleidoscopic; the governor has absented himself rather too much, leaving none to act; "Shantung for the Shantungese" was not the best slogan to begin such a delicate task as this; the best from any or all the provinces were not too good to get this tangle worked out; all these things are true. Yet we are getting a good postal service; the telegraphs are standing the strain well as the Japanese lines have been eliminated; the police force is giving us peace and quiet. Life and property are as safe here as in any of the port cities of China. There is much to hope for in the enthusiasm with which China has undertaken this open port. Give them time.

HOLIDAY TRADE

The popularity of this splendid summer resort will not be diminished by the change that has come. Let none fail to make his plans as usual. Things will be as safe and as delightful as ever; perhaps in some respects it will be even pleasanter. The public might wish for cheaper rates in the hotels; that would be an added attraction. Who knows but the hotel men will see this matter in this light? The missionary community at Iltis Huk has put up several new houses, and by summer several others will be finished. This element of summer visitors will in the future increase.

The Future Of The Shantung Railway

BY TAKUICHI OHMRA

(Japanese delegate to the Shantung Commission)

On the first day of January in the twelfth year of the Chinese Republic, the Shantung Railway, and all its attached properties were transferred from the Japanese administration to the Chinese Government as the result of an amicable decision reached by the Sino-Japanese Joint Commission that had met for the above purpose. This important railway, having an extension of about two hundred and eighty miles and traversing across the Shantung Province, one of the most densely populated of all the Provinces in China, carrying annually four million passengers and two million tons of freight and having as its terminal, Tsingtao, a splendid ocean port, and destined to become one of the grand trunks of continental railway systems of China in future, has now been added to the strength of the Chinese Government Railways; and it is hoped that this line may hereafter develop all its powers and possibilities so as to fulfill the proper functions to serve the public. Therefore, I desire to avail myself of the privilege at this occasion to express my nearty wish for the future prosperity of the railway and add the following brief congratulatory remarks.

1. Let the Railway fulfill its true functions.

It requires very little explanation that while a railway is one of the very important branches of national administrative organs, the Shantung Railway must in addition be made to serve the Chinese Republic as a medium to elevate social and intellectual condition of the people and to advance national resources and at the same time to act as a common carrier following the line of its predominant functions to the benefit of the world. From this viewpoint it is very important for those, who are entrusted with its management, to bear always in mind the question of the general social and economic improvements along the route while pursuing their railway policies. The development and better conditions of the surrounding regions, which it passes, will inevitably bring advantages and prosperity to the railway itself and will result in advancement of mutual interests.

This is true with the railways in all different countries of the world. But should this railway be managed without giving heed to this cardinal principle, it not only will check the economic advantagements already attained along the route and result in "It kills the goose laying the golden eggs," and thus will be injuring the railway's own development. Moreover, if this railway should be allowed an abusive use for unproductive purposes, such as military and others, as is often seen to be the case with other Government railways in China, we can expect but very regrettable consequences. Therefore, it is to be hoped that the management of the Shantung Railway in the future be left in the hands of competent railway experts through whose fair and honest endeavors for the most efficient working of the line, the highest results may be obtained so that the real purpose for which it was constructed will be attained.

2. To increase connecting facilities with the ocean harbor.

Viewing from all points of location, climate, depth of water, background and other physical requirements, Tsingtao undoubtedly possesses important factors to be a first class trade port. The bay has the required depth to enable the steamers of above ten thousand tons to anchor along the sides of the piers, and it is the only commercial port in Central China having the facility of direct railway transhipment between rail and water. In addition, possessing the advantages of a very broad background with solid earth foundation and abundance of fresh water, together with the facilities for supply of cheap motive power on account of numerious collieries along the railway, this port has a great possibility of future commercial and industrial developments and has shown already a material advancement along this line as to be seen in the development of different industries of firm stand-

(Continued on Page 18)

DISTILLED WATER IN EYE DISEASES

By Dr. R. A. Thompson

Since my article on "Distilled Water" appeared in the Sunday China Press of January 28, I have had many inquiries asking whether boiled water was sufficient to kill the calcium compounds which I mentioned as being injurious to the eyes and general health.

You, who have automobiles know that the directions as regards the care of the storage battery tell you to use distilled water. Why? Because the makers of the battery know that any minerals in other than distilled water will affect the solution and plates of the battery. So the same applies to the adult human system.

The writer has discovered, and it is carried out in general practice, that at the age salivary calculus begins to deposit, the system is showing that it has an excess of minerals by depositing calculus (tartar) on the surface of the teeth.

When this occurs distilled water should be used to the exclusion of other water. Your Tea, Coffee and Cocoa should be made with distilled water.

Some may say "The system needs minerals." Surely, but proper foods will furnish all that is needed. Again, "Will not faucet or spring water take up the excess minerals? No, because any drinking water has already taken up all the minerals it can and more minerals would make it cloudy or muddy.

Do not confound boiled water with distilled water. Boiled water still has the minerals in it. Only the animal matter has been eliminated. Your body demands the greatest care you can give it. Don't tempt fate by drinking any sort of water. Exercise the same care and precaution that you do in the selection of your milk. Filters and percolators are bacteria incubators. The water that filters through such apparatus is not free from minerals and bacteria.

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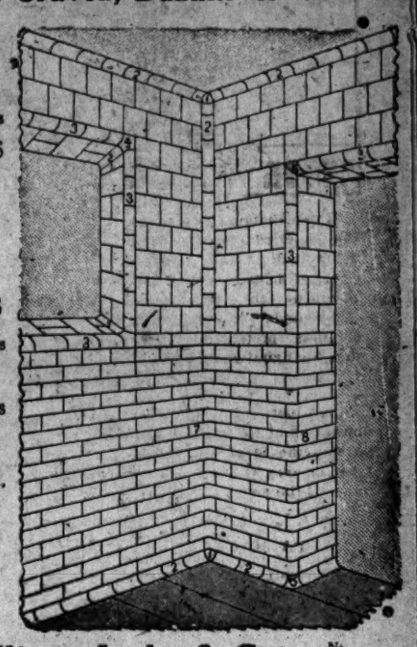

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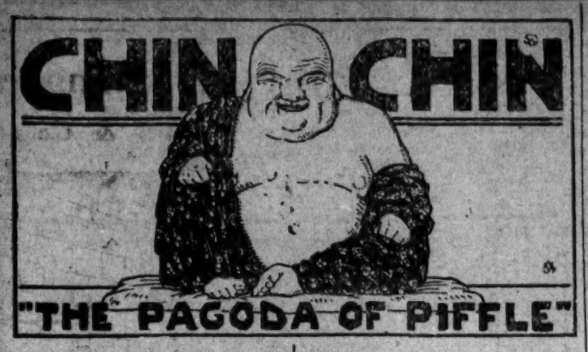

Great Britain's acceptance of the American offer concerning debts will break the vicious circle of debts girdling the globe according to news dispatches. We wonder if the propounder of that pretty sentence knows that Shanghai is on the globe?

* * *

And just because the Russian delegation at Lansanne has refused to sign the Straits agreement we trust no one will crack any crude puns on the subject.

* * *

PA JONGG SEZ:

"The only side to take in any of these here rows in China is the outside."

* * *

"Wool exports shrink," says David Arakie in his report of Shanghai's 1923 exports. Surely it wasn't all-wool?

* * *

REMARKABLE REMARKS

"Have you not heard it said full oft, a woman's nay doth stand for nought?"—Shakespeare.

"When a man is thrown over board, somehow, he can always manage to swim to the other side, and land at the feet of some other woman."—Helen Rowland.

"The United States is more free, more independent, stronger than ever before in its history."—Vice-President Coolidge.

"The only goal that's hard to reach in the early part of your life is old age."—John P. Medbury.

"An American engineer hopes to invent a gramophone that will play for several days at one winding. It sounds more like a threat than a hope."—Punch.

"Europe simply cannot buy the surplus of the national products of the Western hemisphere. Thus one-half the civilised world sees its crops rotting and the other half faces starvation."—H. L. Mencken.

* * *

The heiress Mustapha Kemal Pasha married is reported to have brought him 1,000,000 Turkish lire and Pa Jongg sez it'll be about that in the plural also.

* * *

"PRIDE GOETH—"

He walked the street as proud
As if he wore a kingly crown;
He strode along as if he bore
The laurel of renown;
His head was high amid the clouds,
Unmindful of the smiling crowds.
Poor fish! If he
Could only see
His garter hanging down!
—Phair and Warmer.

* * *

Judge Lindsay of Denver says that marriage is a failure and quotes the Denver statistics showing that there are as many divorces as marriages to prove it. That doesn't prove anything except what Barnum said.

* * *

And some one more poetical once said that there's just as many fish caught as ever get away.

* * *

Duroc Quits The Chorus

(From The Neillsville, Wis. Press)

Strayed—a small red sow, from the Grunt place at Columbia last week.

* * *

TO A LITTLE BOY

"To ride, shoot straight and speak the truth——"
This was the ancient Law for Youth
Old times are past, old days are done;
But the law runs true—O little son!

To ride—whatever the mount may be—
Power or sorrow, fame, tragedy—
Master the thing lest it master you,
Ride when the going is fair and plain
With a velvet touch on the snaffle rein,
Yet vigilant always; watch and guard
When need be, ride on the curb—ride hard!
Whatever mishap or grief betide,
Firm handed, sure seated, fearlessly—ride!

Shoot straight—know that you shall not find
How at a glance should the sights be lined.
Study the terraine and feel out the range
Brace to the shock with a steady stance—
Carefully, carefully; 'ware mischance—
At the flight of the venomous indirect word
Swing on the quarter and lead your bird,
At the charge of the flamingly base desire,
Hold low and fire! Hold low and fire!

And speak the truth—and here is writ
The heart of the law. Cleave close to it,
Guard it and cherish and hold it high,
Worth on a lie no more may stand
Than the house that was builded upon the sand.
Yea, though the truth may scar you and burn,
Out of your agony men will learn
The strength of your soul and the merit of you,
And your voice in the council. Speak true! Speak true!

O little son, in your hands today
A marvelous, beautiful thing I lay—
This is the ancient Law of Youth—
"To ride, shoot straight and speak the truth——"

C. T. DAVIS.

* * *

TRAGIC MOMENTS IN HISTORY

Ben Franklin was flying his kite on the verge of discovering electricity when he happened to see a short-skirted, bobbed-haired flapper flapping along the Flappian way and got such a shock he pulled down his kite.

* * *

Man proposes, but God disposes—if there's anything left after the girl gets through.

* * *

MY BABY

Thrill on the hush of the night little Baby mine,
Came your first cry—how it thrilled my whole being,
Bringing the joy with that weak little wail divine—
Precious new life—loved so long without seeing.
Close in my hand curled your five tiny fingers,
Warm little lips pressed so soft to my breast,
Breathless I lay—how the ecstasy lingers—
Lest the least move fright my dove from its nest,
Dear little Soul lent to me by Those up above!
Mine! All my own! Bless you, wee little mite!
Sent me to guide through this maze by my Mother love,
God grant me wisdom to cherish you right!

—Agnes Hucke.

* * *

It doesn't take nine Chinese tailors to make a man but it sometimes takes that many chit collectors to find him.

* * *

RABBIT ON LABOR

A good labor union is of value because it keeps out radical unions, which would destroy property. No one ought to be forced to belong to a union however. All labor agitators who try to force men to join a union should be hanged. In fact, just between ourselves, there oughtn't be any labor unions at all; and as it's the best way of fighting the unions, every business man ought to belong to an employer's association or Chamber of Commerce. In union there is strength. So any selfish hog who doesn't join the Chamber of Commerce ought to be forced to.

* * *

"The French coup de theater has created an electrical atmosphere," says a Reuter's dispatch from Lausanne, confirming our belief that the whole thing was a movie comedy.

* * *

The Police Held The Crowd In Check

(from Burlington, Ia., Gazette)

"To the strains of Mendelssohn played by Miss Evelyn Anderson the bride and groom descended the stairs beautifully clad in asparagus and greenery."

* * *

Yes, Little Garlic-san, you may add to your list of Turkish atrocities—Turkish baths.

Larry

The Future Of The Shantung Railway

(Continued from Page 12)

ing. The most conspicuous example of these is the cotton spinning. The number of the spindles of cotton mills already running is eight-five thousand, and counting those of the mills under construction and project, it reaches to five hundred thousand so that it may be safely estimated that in course of three or four years hence the number of the running spindles will be at least over four hundred thousand.

The scope of modern industries has bounced over the boundry of one single country and has become to possess a world-wide nature. Consequently, the work of a railway must not be considered as limited to carry commodities from one spot to another within a single country. Or in other words, to consider the best methods of export commodities from the country within the shortest time, at the lowest cost and in the safest manner, to enable same to wage successful competition at different foreign markets, as well as to plan the cheapest transportation of goods within the country to encourage domestic industrial development and to help to stabilise living conditions of the people, should be looked upon as the most essential questions to be dealt with in connection with railway management. For the Shantung Railway, which is destined to develop with the Tsingtao harbor as a terminus, the foremost consideration should be the problems of perfecting the connection between the rail and marine transportation so as to attain smooth understanding and facility between the railway and harbor managements for the sake of quick and safe transhipment of commodities.

Where a railway is connected with a harbor, it is usually the practice in different countries that the wharves and piers are placed under the Railway management as an imperative means of obtaining smooth working to increase the efficiency of terminal facility. But in the case of Tsingtao the harbor properties were classified as a part of the city public properties during the consideration of the Shantung administration to China. Presumably, the above action was due to the desire on the part of the Chinese Authorities to set aside the revenue arising from the harbor service as one of the revenue resources for the Tsingtao city administration. But from the point of view of greater Tsingtao in future it would be a gross mistake to follow a short-sighted policy simply for the purpose of increasing its revenues and to overlook the interests of the shippers and the shipping companies, which will naturally result in decrease of the number of ships coming into and going out of the harbor and also in deterioration of the movements of the ocean freight and of the development of various industries to the detriment of the future progress and prosperity of that city which has thus far made such an admirable advancement. It is well to carry out the present project for the harbor improvements and to complete new piers under construction to give facilities for increasing number of ships coming in and out, and to set aside a certain portion of its revenue to be appropriated by the city administration; but it would be advisable to entrust the management and operation of harbor and piers to the railway authority so that a perfect connection between rail and water transportation may be obtained. In return for the advantages thus offered by the city administration, the railway should tender its best endeavors in regard to facilities and freight tariffs for transportation of the materials required for the development of the city industries and for in-and-out bound commodities carried by the steamers.

3. Through traffic arrangement with other lines.

Although there had been made projects for an agreement between the Shantung Railway and the Chinese Government Railways with regard to through traffic connection during the Japanese administration, on account of an unsettled condition of affairs between the two countries, up to the present time they have never become really materialised. Consequently, the railway had to remain secluded as a local line limited to a portion of the Shantung Province. But all the difficulties that had existed between the two countries have now been entirely removed and the railway restored to the Chinese control, presumably the outstanding question of the through traffic will soon be taken up and put in practice so that a greater facility may be offered to the passenger and freight traffic. And this should be the very initial benefit that the public may be able to enjoy as the result of the transferance of the Shantung Railway to China. If through-trains were established to run to Tsingtao where exist excellent climatic and scenic conditions, it will not only increase the number of people from Peking, Tientsin and other large cities, who will flock to that port for both summer and winter resorts, but also the number of commercial travellers as the result of greater facilities offered to business transactions between Tsingtao and the interior parts of China. For instance, if a through-train were to run between Peking and Tsingtao, 586 miles in distance, it is possible to complete the journey within 20 hours, and thus it would be possible for passengers starting from Peking by the afternoon train, to reach Tsingtao during the forenoon of the next day. Moreover, through such a means passengers from Peking can reach Moji within 70 hours, and by adding faster steamers to the present Tsingtao-Moji route of 550 sea miles, the latter may be decreased to 60 hours. Or, it is not a matter of impossibility to establish a course of journey between Peking and Moji via Tsingtao in two and half days, and this line of journey will be much quicker and more comfortable in comparison with the northern land journey of over 1,400 miles via Mukden and Fusan, which now takes about 70 hours. Thus, the Shantung Railway may be made to be main passway in connection with the Japan and Central China through-traffic, and at least, being in a position as a competitive line parallel to the northern line, it is destined to play a great part in future development of China-Japan through transportation. Therefore, it would be advisable for those Japanese firms engaged in navigation to be awakened to this great opportunity for advocating a joint China-Japan enterprise to realise advantages for both China and Japan.

Since, during Japanese administration of the Shantung Railway, transportation connections were opened up to Shanghai, Tientsin and Dairen and kept on to a reasonable extent, to direct and encourage those steamship companies for the purpose of further development of land and water connections, would be an important matter that this railway should deal with for the sake of the prosperity of Chinese transportation enterprise, and much to be expected from the management of the Shantung Railway by their pursuit and fitting policies in regard to the future working of this railway.

4. Proposed extension lines.

As to the fact that Tsingtao holds a unique place among all northern ports in China as an ocean outlet of a railway trunk line from east to west, I have already dwelt upon, and too much emphasis cannot be made here as to the importance of building the already projected lines that will connect the Shantung Railway with the Peking-Hankow and the Lunhai Railways. The completion of such connecting railways will be of greatest urgency from the view point of both police administration of the country and of securing a shortest land route for exportation of the interior resources. The importance of realising the above-stated undertakings has already appealed sufficiently to the minds of those of the enlightened circles in China, and I, therefore, feel that it is not necessary to give such further reasons here as to why the Chinese Government should undertake to build these extension lines before all railway projects under consideration.

America's Attitude

BY ALVIN W. KRECH

President, the Equitable Trust Company of New York, and Chairman of Board of Directors of the Equitable Eastern Banking Corporation.

The whole of Europe is on short rations, a good half in contact with the wolf of starvation. Despite this fact our end-of-the-year record in America shows our economic health unimpaired by unfavorable symptoms. What labor difficulties we have experienced do not seem to have slowed up business, and the end of the year shows a continued gain in industrial output and a remarkable appreciation in the total evaluation of agricultural products. The volume of trade has increased and wages and prices advanced. On the other hand, retailers seem to be carrying rather small amounts of stock on hand; manufacturers are less sanguine in their predictions regarding future consumption—indications that we are learning one great lesson, namely, that business does not shape events, but that events shape business.

That European affairs must sooner or later have a bearing upon our economic situation is a truism that cannot be escaped, and I trust that we shall be more than interested onlookers in 1923, and that our advice and our support will strengthen the elements of moderation and sanity whose efforts make themselves daily more felt in Europe.

Isolation is possible in so far that a nation refuses to put its signature upon treaty, but economic isolation, the shutting off from the very life of the world is unthinkable. The nation has given unmistakable signs of an evergrowing feeling that America cannot forever sit in the distinguished guests' gallery while Europe wastes in debate and strife her waning strength. We must dare to look the European situation squarely in the face.

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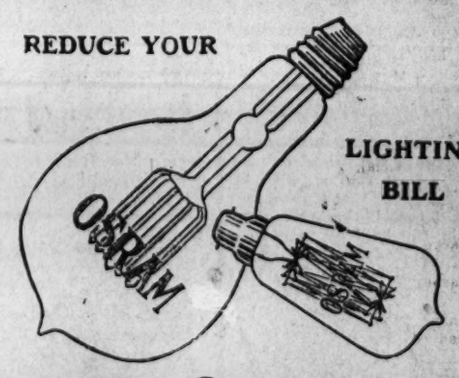

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Democracy Held Success, Not A Popular Delusion

BY ALEXANDER MEIKLEJOH
(President of Amherst College)

Just outside the Louvre in Paris, some one has erected a statue in recognition of the Great Victory. And as one looks at it, one feels how great has been the victory of the enemy, of what we called in war times the "spirit of Germany." Crude, blatant Power is there triumphant.

I do not mean to say that this statue represents the spirit of the French people, that they have really been vanquished by the force which they and we struggled to overthrow. But it is clear that the thing pretends to represent a people. Some one who put it there has seen in the victory what would be, if real, an essential and terrible defeat.

And the same situation appears in America. Out of the excitement of the war have come to many of us, first, a vivid feeling of our own superiority and second, a belief in the necessity of asserting our superior will upon others. Out of the experience of fighting, men have framed the belief that the way to run the world is that those who know what is best should take the others by the neck and make them do the things which are necessary for the common good.

On the emotional side these attitudes are apparently hysterical after-effects of the war. But on the intellectual side they trick themselves out with hastily formed ideas, loose generalisations from facts and principles which they are too hurried to understand. I should like to make a few rather disconnected remarks about one of the current aberrations.

R. R. Marett, the Oxford anthropologist, has stated very sharply the point which I have in mind. "Mere perjudices," he says, "bad as they are, are hardly worse guides to action than premature exploitations of science." It would perhaps more nearly fit our case to say that prejudices are prone to just such practices as the premature exploitations of science. And there are two complaints to be made against such prejudiced procedure. First, they bring our action into confusion. And, second, they belie, misrepresent, and make ridiculous the work which careful and conscientious scholars are doing.

The state of mind which I wish particularly to discuss is that which, now that the war is over, finds democracy to be a delusion, popular governments a farce, and free civilisations tottering on the brink of destruction. That such feelings should exist after the war is in the nature of the case inevitable. It is, however, a matter of chance just what particular intellectual content they will seize upon to justify themselves. In the present case, the so-called intelligence tests which are being devised by our psychologists present splendid material for misconstruction and they have been eagerly seized upon by the believers in the new doctrine of predestination.

The popular meaning which has been snatched from the intelligence tests is sufficiently startling to give a powerful impetus to any train of prejudice running in the same direction. The great and important discovery seems to be that the general level of intelligence is very badly below the general average. Students have been measuring the intelligence of the soldiers in the army, of children in the schools, of students in colleges, and this is the way our friends interpret the results. And of course they are very much depressed by the discovery. It is bad enough to believe, as one usually does, that about half of our people are below the general average, but to find that people in general are below it seems to leave only a small saving remnant of the elect who measure up to our general standard of intelligence, who are able to understand what is and what ought to be going on in the world.

And naturally those who recognise themselves as constituting this remnant are much depressed by the responsibilities which are thrust upon them. It would be a fine piece of charitable work if any one could by investigation or by interpretation relieve them somewhat of the sense of their burden.

TESTS OF DEMOCRACY

It is very far from my present purpose to attempt to interpret the significance of the intelligence tests. That must be done by those who work in the field. If they are left free and are kept safe from exploitation they will find what can be done to reduce the complex and elusive fact of human intelligence to the very simple and mechanical forms of mathematics. But, meanwhile, neither they nor we should be in such a hurry to make their figures mean what they cannot possibly mean now. Those figures do not show either that democracy is a failure or that it is a success, that civilisation is about to collapse or that it will last forever. If the figures say that, in terms of certain tests, great bodies of mature men and women have the same rating as children of thirteen or fourteen years of age, this is not to be taken to mean that children and mature people are equally fitted for political responsibilities.

Even if this were true, one could hardly tell how to take it. It might mean either that children, being equally intelligent with adults, should be granted the suffrage or that adults, being mere children in intelligence, are quite unfitted for it. In the latter case it would tend to prove democracy a failure, and so we should be depressed. But in the other case, if our children are so precocious, it would seem to open up new vistas of hope for self-government and we might exult in the prospect. But as matter of fact, of course, it means neither of these things yet. Just what it does mean we hope some day to find out. But we shall find out not by the hasty and uncritical application of uncertain opinions, but by the careful study of scholars who are accustomed in their studies to separate the determination of the truth from the uses which may be made of it.

But now, quite apart from the mathematics of intelligence measurements, what is the argument which proves democracy to be a delusion and which tells us by what system democracy should be replaced?

I find two lines of argument followed which are quite different in bearing, but which are commonly woven in together. The first is that a considerable body of our people are not intelligent enough to have the vote; they should therefore be excluded from its responsibilities. The second is that even among the people of fair intelligence, the possible voters, a certain small group is quite distinctly superior to the others. These, it is said, should be made the leaders; they should be given charge of our common affairs; they should be established as an aristocracy of control. It is interesting to inquire just what people mean when they say these two things.

Does democracy mean that all people, without respect to their intelligence, should have the right and duty of voting? Clearly not. We exclude children from the suffrage without giving up the point of view of democracy. For a long time we excluded women, without admitting a depature from the principle. We limit the freedom of the criminal and insane without calling ourselves aristocrats. And if it should be discovered that any considerable body of our people are mentally incompetent we might, without essential departure from our principles, forbid their doing what they are found unable to do. As matter of fact, that discovery has not yet been made in any form which gives basis for general action. And the evidence in support of such a discovery will be very carefully scrutinised when it is presented.

Our general theory of the suffrage is that those who are competent to manage their own affairs and to care for their dependents should join with others like themselves in voting upon questions of the general public interest. If any one should say that certain people are competent to take charge of their own interests, but not to take a share in caring for the common interest, democracy would be threatened. If, however, we exclude from the suffrage only those who are in the nature of the case "dependents" we are doing simply what we have done before and must do again as occasion demands.

VOTE IS DENIAL OF EQUALITY

Does democracy mean that all men are equal in intelligence? Is it therefore destroyed by the discovery that men differ in mental capacity? Surely not. No one who says that men are born free and equal means that they are born with or develop equal powers. Democracies usually do their work by voting; and voting is denial of equality. If men were equal in power then we might well choose our officers by lot, by mere chance. But in every democracy voters spend and are expected to spend much of their time and energy in selecting those who are "best fitted" for office. Voting is selection; it is judgment of better or worse, or more able or less able, of more trustworthy or less trustworthy. To describe the work of an actual democracy in terms of mere equality would be like describing a mountain range in the country of Flatland.

But the second question is both more difficult and more important. If we suppose that all who are incompetent for voting are excluded from the lists, how shall the remainder organise for the running of the country? If, as has been somewhat wildly suggested, 25 percent of our adults were declared incompetent, how should the remaining 75 percent go about the common business? Should they be a democracy or an aristocracy?

It must be remarked that the question here is not one of mere abstract theory, but one of practical common sense. No theory is of value unless it works in an actual immediate situation. If we love democracy it must be because of what it does; and if we choose aristocracy it must be because it makes human life and action more successful.

How, then, for practical purposes, shall our electorate proceed? Every one will admit that it is desirable in political action, as in letters, art, or industry, that the "best men" be put in charge, be given responsibility for making and administering the plans for the common good. But how shall they be selected and what authority shall they have? If they are selected by themselves, if they derive authority from their own powers, the procedure is not democratic. In so far as they are selected by the voters and derive authority from the body which selects them, democracy succeeds in maintaining itself. Which is the better of the two programs?

Now, to make this question a sensible one, the two programs must be made definite and specific. We all know that at present the democratic program works very haltingly. Voters do not fully know what they are doing; they are in large measure controlled by forces which buy them, or use them, or trick them into serving their own interests rather than the common good. Democracy as we have it is a program for fallible mortals, and it works fallibly. But what is the counter-proposal? Seventy-five percent of the adults, it is said, are competent to be in charge of the public business. Of these, 25 percent, let us say, are competent to lead; the remaining 50 percent are competent to be led. Is the total group to select its leaders by vote, or are the "leaders" by some machinery to decide that they are the leaders? If their judgment on this point is in conflict with that of the 50 percent whom they choose as followers, how is the dispute to be settled? Here is, it seems to me, the essential question: What is the source of power, of authority, in which the Government rests? And the issue should be defined, I think, not as one between democracy and aristocracy, but as between democracy and despotism. The question is, Do those who are ruled give or refuse consent to the Government which rules them?

TRUE MEANING OF A DESPOT

It is sometimes said that the delegation of large powers to elected officials is a breaking down of democracy. It is urged that Mr. Lincoln or Mr. Wilson, in time of war, became a despot ruling by arbitrary will. But the statement hardly needs denial if it is clearly made. No man is a despot if the authority which is given him can also be taken from him by regular and established procedure. And that such an authority can be taken away as well as given no friend or enemy of Mr. Wilson would care to deny. We all know that no common enterprise can be carried on successfully unless able men are by common consent given responsibility for it. But we know equally well that the responsibility is "given" and that sooner or later it will be taken away and "given" or, perhaps better, "entrusted" to some one else.

One would like to ask, then, whether at the present time any one seriously proposes that a small select group in America, those best fitted for leadership, should seize the reins of power, establish itself in control, recruit its ranks with the "best" from other groups as they may be discovered, assume direction of those other groups, telling them what they must do and be for the sake of the common good. Something of the sort is being tried just now in Russia by a self-selected group, and we are not sure of the outcome. A movement which has much of the same character is under way in Italy and is just coming to the time of its testing. We must watch those experiments and see what they prove. But we must keep our minds clear on the issue involved. No one doubts that we want our governing done by the men best equipped for governing.

But the question is granted that all the weaknesses of the human mind and the human spirit will be present in either system, will you get better governing done if it be done by common consent or if it be done by the imposition upon the general crowd of the will of a small group which selects itself as best suited for the purpose? So far, it is, I think, our deliberate judgment that any class which would select itself for the purpose would prove to be inferior in intelligence and character to the great body of men from whom it makes its own selection. This is, I take it, the creed of political democracy. It is a creed which has to be proved by trying it; in case something better should be discovered, it will have to be given up. But nothing better has been discovered yet. And the arguments which prove it a failure prove a great deal more than can be found in the facts from which they hope to draw their sustenance.

Each man, of course, looks at this general social problem from the point of view of his own interest. To a teacher the fascinating feature of a democratic program is its proposal of a scheme of universal education, in which every child shall have equal opportunity for the development of his power of living. The question is, Can a people, from top to bottom of its scale of capacity, and from side to side of its range of interests, be educated? And here again we must answer, not in terms of our enthusiasms of our depressions, but in terms of practical, sensible working changes. We must do what we can.

EDUCATION AND DEMOCRACY

In the political field the question is, How many of our people, no matter what their interests and activities in other fields, can be brought to an intelligent understanding and feeling of their political responsibilities? And the answer is that we can tell when we have tried. Our present depression is merely evidence of the fact that we are just beginning to get the sense of the task which we have undertaken. No process in the world is more disturbing than education. It constantly breaks down connections and supports for the sake of rebuilding them in better form. And the task of so shaping and fashioning the minds and spirits of young people and of older people as well, that they may meet more satisfactorily the situations which arise in a democratic society—that is a task which staggers us as we enter upon it. America has established a system of schools, but she has yet to learn what teaching and learning mean. I believe, at least I hope, that she can. And if she can, then she can make democracy, as a form of government, successful.

But education is not, of course, limited to the field of politics. It is not the sole business of schools to teach people how to vote or how to conduct public affairs if they are elected to office. The business of education is to train young people to do well whatever they are destined to do in the human situation in which they find themselves. Out of our schools and colleges must come better trading, better preaching, better writing of stories and better reading of them, better friendships, better songs, better games, better plays and better appreciation of them, better weaving of cloth, better making of roads and automobiles and wiser using of them; in a word, better doing of whatever men and women do in the usual course of living.

No description of our schools and colleges seems to me more unfortunate than that which speaks of them as training our "leaders." I have for many years been engaged in the work of trying to teach young Americans, but it has never seemed to me either wise or true to tell them that they are being prepared to be the "leaders" of their fellows. I have no desire to have part in the attempt to make of young people "snobs." What they used to be told is that they like every one else will find something to do in the world and that they ought to get ready for doing it well. If they will do that, "leading" will take care of itself, and they may perhaps thank fortune if following rather than leading should prove to be the role they have chiefly to play.

Shall we say then that democracy and the scheme of education upon which it rests are a failure. No evidence shows that to be true. The experiment is yet in its very beginnings. We do know that to give people responsibility brings out their powers. We do know that if to all our people the opportunities of genuine education are open there will be a springing forth of power and taste and genius from all the corners of our social scheme. We are hoping that a whole people, each man in the measure of his own capacity, can be joined together in the attempt to build up a social order in which each individual may find some adequate expression of himself and in which each nation shall play its proper part in the making of the whole. No one can tell how far the dream will be realised, but we can make of it a hard-working, sensible, joyous enterprise. But in any case it is not time yet to be down-hearted, for the battle has hardly begun. We will not distranchise people until we have tried to educate them and failed and failed again. We will not submit to the arbitrary and irresponsible power of a few until it has been shown that the many have failed and must fail to find proper expression for the common will.

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Let The Chemist Pay Your Bills

BY ARTHUR D. LITTLE
(In Collier's Weekly)

What would it be worth to you if within five years you could live in a country in which no man could be poor unless he wanted to be? That won't happen in five years. But it could be done, as Dr. Little shows in this article, simply by stopping the waste of just four of our natural resources.

The suppression of wastes in just four natural resources would within five years, at their present rate of production, save enough money to pay off our whole war debt and leave the country in such a condition that no man could be poor unless he desperately made up his mind to be. Those four natural resources are coal, natural gas, yellow pine, and cereal straw.

If my estimate seems large, just look at a few of the smaller savings that have already been effected. I call them small only in comparison with the larger ones that are in sight. The invention of the Bessemer process for steel making, through cheapening the price of steel and reducing transportation and building costs, adds at least two billion dollars and perhaps three billion annually to the wealth of the country. The discovery that cottonseed is of itself valuable has added about two hundred millions a year to the value of the cotton crop.

It was not the discovery of gold that made South Africa, but the discovery of the cyanide process for its extraction. Without the cyanide process the gold would have stayed in the ground, for there was no way known profitably to extract gold from such lowgrade ores. The cyanide process and the chlorination process for the extraction of low-grade ores changed the worth of every gold coin in the world. They gave a value to ore that previously had none.

When one reads in the newspapers that it costs a certain amount to produce this or that commmodity, and therefore it cannot be sold at less than the price then happens to be, the statement should always be taken with a liberal sprinkling of salt, for after many years' experience I cannot think of a single product of any kind which through chemical study could not be produced more cheaply than it is now being produced, and this without taking into account the economies possible in the engineering phases. There are two ways of reducing cost. One is to reduce the cost of production. The other is to reduce the cost of use—to get more out of a given quantity.

If I have been paying $2 for gas and find that I can get the same result with half the amount of gas, then, as far as I am concerned, I have reduced the price to $1, and this is a really more important reduction than if the gas company had made it, for we have not yet touched the possible economies in the cost of production.

Dr. Welsbach raised the illuminating power of gas on a consumption of 5 cubic feet an hour from 16 to 60 or more candlepower. He was investigating the rare elements in the extraordinary monazite sands of Brazil—sands in which everything not otherwise used up during the process of creation seemed to have been stored. He spent many years studying their spectra from a purely scientific standpoint. Out of it all came the gas mantle. The researches of chemistry have been particularly effective in the incandescent electric lamp. The electric companies of the country could not begin to supply all of the electricity needed for illumination were we forced to go back to the early types of electric bulb.

One of the several important economic reasons that make coal a general disturber of the peace is that we have not accepted the invitation of science generally to learn to use coal. Because we send so much of it up the chimney we are constantly protesting at its price and the miners and the operators are always quarreling about wages and profits. The same is true with nearly all of our raw materials. We waste so much either in production, or in use, or in both, that there is not enough left over adequately to compensate any of the human beings concerned.

The new values which chemistry has put on many farm products are only an indication of what may be looked for in the future. We still think of the farm only as a food producer. It has not been fixed either in the mind of the farmer or in the mind of the public as a source of raw material for industrial uses. The familiar example is cottonseed. As every-one knows, this seed was once a nuisance and laws were passed creating penalties for throwing it in the streams. Now the cottonseed-oil industry is an immense one and there are a dozen collateral industries depending on it.

We have learned how to convert the vegetable oils into solid goods and use them as substituutes for lard and butter. The invention of peanut butter and the uses developed by chemistry for peanut oil have caused more than one county in the South to gain a larger income from growing peanuts than it ever could gain from cotton. The discovery that starch could be concerted to glucose gave corn a standing as raw material. One plant treats 50,000 bushels of corn a day—corn that would otherwise have to be considered only as feed. Cotton is not merely the beginning of a fabric. It is the foundation of celluloid, photographic films, artificial silk, patent leather, artificial leather, and so on and on without mentioning guncotton or its related explosive.

Skim milk used to be considered nearly worthless as anything might well be. Now it turns up as hair combs, fountain pens, and paper, sizing. I recall a manufacturer who was making a water paint out of glue and gypsum. He found a German product which was better than glue, but the Germans wanted 30 cents a pound for it—which was more than he could pay. The German product, on analysis, proved to be only a mixture of casein and lime. Casein is easily prepared from skim milk. We made some for him. The man's factory was in a dairy country. Since then he has accumulated a large fortune selling his improved paint. He might well quarter a cow on his coat of arms.

We gained control of the sulphur industry of the world through the ingenuity of a chemist. Louisiana holds a great deposit of sulphur, but it is 1,000 feet down and above it is a layer of 500 feet of quicksand. Company after company tried to get down to that sulphur and failed. Then came the chemist, French. He conceived the idea of sending superheated steam down a tube, melting the sulphur, and forcing it up through outer tubes. For his first trial he grouped twenty 150-horsepower boilers around the well. The sulphur melted and let itself be forced up, and hence we have our sulphur industry. The wonder is not that French could meet this problem. The wonder is that anyone risked enough money to let him have twenty big boilers to make the experiment.

He performed a somewhat similar service for the sulphur-bearing oils in the Ohio wells. He invented a process to take the sulphur out of the oil and thereby sent the price of crude Ohio oil from 14 cents to $1 a barrel.

The dry-air blast in the manufacture of iron, saves us perhaps 500 million dollars a year.

I have paraded these several achievements of chemical engineering not as achievements but only to draw attention to what has been done in the way of increasing prosperity, and to show that my estimate of what might be done almost at once in a few raw materials is not based on moonshine. We have much to learn in chemistry—how much no one knows. What we already know constitutes a great volume of knowledge; what we shall find out when the country starts thinking chemically is beyond estimate—for when we do think chemically we shall regard every dollar's worth of materials wasted as a dollar's worth stolen.

One might go on indefinitely. We fill the Merrimac River with wool grease, making it a stench, while the towns along its course buy soap and fertiliser and lubricants from Chicago, Chile, and Pennsylvania. We burn coal tar in Massachusetts and import coal-tar colors at speculative prices from Germany. Over the great Northwest we burn each year 5,000,000 tons of flax straw, while we pay $60 a ton for imported paper stock from Norway. In the South 300,000 tons of paper fiber of the highest grade is burned with the cottonseed hulls to which it is attached, or used with them to adulterate cattle feed. Cornstalks to an incalculable tonnage rot or are burned each year while chemistry stands ready to convert them into feed containing 30 per cent of sugars on the dry basis, or into alcohol for light and power. Waste molasses is sold for 3 cents a gallon or dumped into the stream while alcohol sells for 40 cents a gallon. Skim milk is fed to hogs or thrown away because no one has the enterprise to extract its casein, which is worth more than beefsteak for food.

The savings that can be made are not all big and national. Some of them, indeed, require great investments of capital. But there are little, everyday savings that reach directly into the lives of everyone and may be made by any one. The savings that have been made are enormous. The savings ahead are stupendous. Mentioning little everyday ones seems trivial, yet we work up to the big ones from the little ones, and there is no reason why we should not save a hundred dollars or a thousand dollars or ten thousand here and there, just because at the moment we do not happen to be able to save a billion. We get too much into the way of thinking that a saving is not worth while unless it reaches five or more figures and therefore we cut it out of our ordinary everyday life and concerns when we might do better to leave the mighty savings to those who have something mighty to save and look after our own perhaps insignificant little pile of dollars.

Then there is the whole great matter of using the right material. The cases in which the lowest-priced material is actually the cheapest are few in comparison with the number in which a higher-priced material is really more economical. Synthetic indigo is not only cheaper than natural indigo, but it is also better. If the hopes of the indigo planters are realised, improved methods may enable them to reverse this condition. Suphate of alumina is cheaper than crystal alum, and when valued on its alumina content is much more efficient; retort carbon at 5 cents is better as an electrode for aluminum manufacture than graphite at 15 to 17 cents; ultra marine is cheaper and better than smalt. But carborundum, costing more than emery, has far greater efficiency. A cheap habbitt metal is more expensive than higher-priced one. Steel trolley wheels have a cheaper first cost than bronze wheels and give a longer mileage, but serious wear on the trolley wire, attendant wire breakage, and the high loss of power through resistance more than compensate for the difference in first cost. Copper generally, but not always, has a higher industrial efficiency as an electrical conductor than iron. Under some conditions of price and service aluminum should be preferred to either.

Carloads of sal soda have been used because it costs less than soda ash—but it is only three-eighths as strong. The balance is just water. Every manufacturer realises that water costs something as freight—but he keeps on buying it. Dry materials are better than wet because the freight bill is not so large. If it is necessary to have water, it is easier to buy it through the tap than over the railroad.

Russia has destroyed millions of value in its revolution to gain equality. Those same millions devoted to improving Russian industrial methods would have brought a production that, if it did not insure equality, would have at least decreased the appalling death rate. We might think about trying a chemical revolution in our own country!

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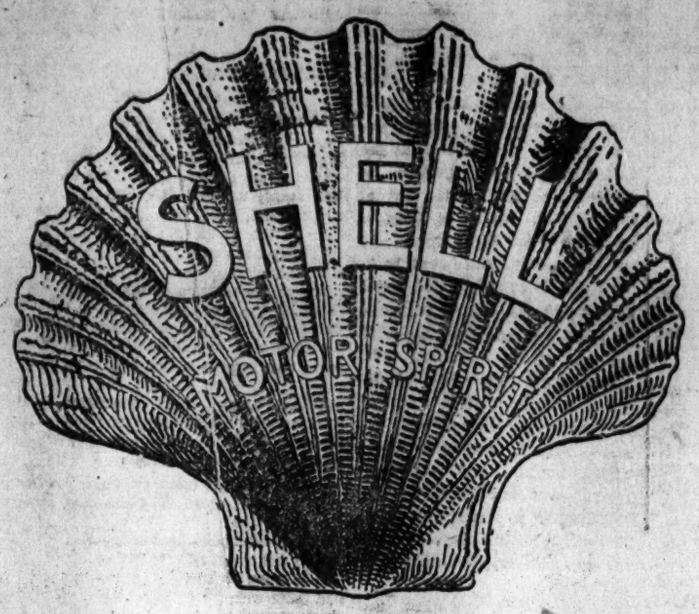

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Hunting Set At The Front: 'Memories And Base Details'

MEMORIES AND BASE DETAILS. By Lady Angela Forbes. Illustrated. 321 pp. New York: The George H. Doran Co. G-36.

Lady Angela Forbes has chosen rather an unfortunate title for her book. The expression "Base Details" might easily lead the reader to expect a detailed account of the discreditable doings of the people of whom she writes, while as a matter of fact these words refer to her experiences at Base Headquarters in France, where she conducted a number of canteens for soldiers. "Base Details" were detachments of men ordered to Base Headquarters either on their way to the front or on their way back, wounded or on leave.

It would be difficult to find a more striking contrast than exists betwen the first and second parts of this book. In the first part the author writes of English society in times of peace, particularly of the racing and hunting set to which she belonged. Horses and dogs constituted the chief interests in the lives of these people. One gathers the impression that they had scarcely a thought beyond amusing themselves, if anything can be called amusement which is taken so seriously as to become almost a religion. In the second part we meet these same men and women in wartime the men going into battle with smiles on their lips, the women working in hospitals, canteens or munition factories, performing the most menial tasks as cheerfully as though they had always been accustomed to manual labor.

Lady Angela Forbes was the youngest daughter of the fourth Earl of Rosslyn, of whom an amusing story is told. When Disraeli was Prime Minister, the question arose as to what should be done with Rosslyn. Some one suggested that he be made master of the buck-hounds like his father.

"No, he swears far too much for that," said Dizzy. "We will make him Commissioner of the Church of Scotland."

The Earl's hobby was breeding race horses, and he made it a profitable one, perhaps because he seldom bet heavily. He had the distinction of breeding some famous winners, and his astuteness in buying and selling was such that some one dubbed him a "heaven-born horse dealer."

Aside from horses, the Earl's chief interest was in poetry. While he cannot be ranked among the great poets of England, yet his Jubilee lyric, "Love That Lasts Forever," pleased Queen Victoria so much that she commanded him to publish it. It is said that she preferred it to the Laureate's tribute to the same occasion.

Lady Angela's marriage to Jame Forbes was not a happy one. Almost from the beginning they found that they were not suited to each other, and after some years they separated and were finally divorced. The divorce was obtained in Scotland, which seems to possess advantages that not even Reno in its palmiest days could equal. "It was all over in five minutes," says Lady Angela. "It seemed almost incredible that one's freedom could be obtained in so short a time. There is no decree nisi and no decree absolute, and you can walk out of the Scotch court and into a church or registry office without any interference from the King's Proctor or anyone else!" Unhappily married couples who may be contemplating a trip to Scotland will do well to note, however, that this royal road to single blessedness is open only to the Scotch.

The beginning of the war found Lady Angela in London. She was eager to find something to do and, for want of anything better, joined a first-aid class. She was soon asked to go to Paris, to Dr. Haden Guest's hospital. While there she visited a canteen which the Duchess of Camastra and other ladies had established at Aubervilliers Station. The hospital work was given up after a time because, after the first rush was over, there were more nurses than patients. On a visit to Boulogne she saw the need of a canteen at the station there and decided to establish one similar to that at Aubervilliers. Going to London, she spent what little money she had for supplies and went back. The manager of the station buffet allowed her the use of the waiting room and supplied her with mugs and other odds and ends. This was the beginning of the British Soldiers' Buffets. Several others were established later on. Lady Angela managed these buffets herself, and managing them meant doing a large part of the actual work of preparing food and serving it. One day she fried 300 eggs between the hours of 4 and 7 a.m.

But hard work was not the only thing Lady Angela had to contend with. From the very first it was evident that the British Soldiers' Buffets were looked upon with disfavor in certain quarters. Whether from jealousy or from some other cause, the Y. M. C. A. and the Expeditionary Force Canteens were hostile to the new venture. The Salvation Army, on the other hand, showed itself at all times willing to co-operate. Pressure was brought to bear through official channels, and on one or two occasions orders were issued forbidding the Buffets from serving soldiers, this in spite of the fact that no other organisation on the spot was adequately equipped to look after their needs.

This opposition culminated, in 1917, in an order directing her to leave France. It was alleged that her influence was not a good one with the troops, that a clergyman had heard her say "Damn," and that she had washed her head in the canteen. These accusations, so far as Lady Angela was able to learn, constituted the sum total of the charges against her, but apparently they were quite sufficient. Appeals to the Commander-in-Chief and to Parliament were without avail. Reluctantly she gave up her work and returned to England. Later efforts to take up similar work with the French were also blocked.

Lady Angela is a stanch admirer of Lord Kitchener and of Sir John French, but she has no great opinion of the capabilities of Sir Douglas Haig. She believes that he owed his appointment as Commander-in-Chief to influence, largely that of his wife, who had been a maid of honor to the Queen. Can it be possible that Haig's refusal to stay the hands of those who drove her from France has anything to do with the lady's estimate of him as a soldier?

"Associate Member" Of League Of Nations

(Editor's Note—The suggestion made in this article is said to have originated in "an important, responsible and authoritative quarter.")

(BY BRUCE BLIVIEN IN THE NEW YORK GLOBE)

The election has come and gone. The Republican landslide in 1920 has turned into a landslide in 1922 which seems to have been more or less evenly divided between Democrats and liberal or radical members of the G. O. P. It was undoubtedly an election which turned on domestic issues. When it comes to the relation of the United States to the rest of the world, our whole attitude and policy remain unsettled and uncertain. For two years our foreign policy has been one of negation and no one recognises better than President Harding and his advisers that you cannot operate a government permanently on such a basis.

Sooner or later we must have a real foreign policy. The question is: What one?

The Washington conference was a fine achievement—or rather, it will be when its treaties are ratified and come into force. But with this single exception, our foreign relations since 1920 have consisted almost exclusively in saying to Europe: "We can't and won't help you until you behave yourselves, stop fighting, demobilise your armies, and balance your budgets."

EUROPE'S REPLY TO US

To which Europe replies: "What you call our misbehavior is not a demonstration of our innate wickedness, but a logical result of the war and the peace. Under existing conditions of hatred and fear among the nations, of bankruptcy and economic paralysis, it will be almost impossible for us to rescue ourselves unless we have outside aid.

"If America will join in this effort, she may virtually dictate terms to us. But until she does so, for her to criticise our present acts and policies is pointless."

While this perhaps overstates Europe's case a little, it is entirely true that sooner or later the United States must take its proper place once more in the family of nations from which it has been self excluded since the war.

Mr. Harding recognised and admitted the truth of this when he repeatly promised that he would create an association of nations.

So did Mr. Hoover, Mr. Hughes and the other prominent Republicans, who urged the election of Mr. Harding as the surest way of bringing America into the existing league.

So did the administration in taking steps recently to bring about our participation in the international court, and in placing American representatives on four international committees of the League of Nations—those dealing with the opium trade, the suppression of anthrax, international sanitation and the white slave traffic. If the United States now takes a leading part in a world economic conference it will prove still more vividly that the isolationist policy is as impossible economically as politically.

But these enterprises are, after all, no more than mileposts along a road which we must travel to the end, if war is to be abolished and civilisation is not to perish from the face of the earth. Even if the strongest possible international court had existed in 1914, it could not have prevented the war. As for the success of the conference method—since June, 1919, the allies have held almost a score of them and the world still remains as sick as ever.

Something more is needed. What is that "more" to be?

Even the President now realises how futile was his expectation that the nations of the world could abandon the existing league to come into a new "association" of virtually identical character.

Three or four of the major powers might be persuaded to do so, but most of the 52 nations in the league have no reason for inconveniencing themselves. To attempt to form another organisation would be to discredit the one now functioning; and for what purpose?

While a new association of nations is impossible, it is equally useless to hope that the United States will become a regular member of the existing league. The administration is committed too firmly against it.

Even if Mr. Harding wanted to do so, the Senate would not consent, and should a miracle happen in the upper house, the people of the country would undoubtedly show their disapproval.

Is there, then, no way out of the impasse?

There is one possible solution of the problem, in the opinion of the most intelligent and experienced American students of international affairs. It is my privilege to make public this suggestion, though I am not its author.

ASSOCIATE MEMBERSHIP

The proposal is, in a word, that America should become an "associate member" of the existing League of Nations.

We took part in the war, not as an ally, but as an associate of the allies. We could take part in the world reconstruction on the same terms.

As an associate member of the League of Nations, we would be bound to nothing whatever. Neither Article X, or any other article could impose any obligation upon us. To put the matter in its most mercenary terms: We would have all the advantages and none of the disadvantages of full membership.

Under such an arrangement an American member would sit with each of the important committees and commissions of the league. We would thus enjoy the very great benefits of full and immediate knowledge of its activities. If any matter came up requiring the definite action of the various powers, it would, of course, be referred to our Congress, which would pass appropriate legislation or reject the suggestion, at its own pleasure.

If it is true that America can exert a useful moral influence in the world's affairs, she can do so quite as well in this way, as by complete membership. Yet not the most timid "little American" can maintain that our sovereignty and safety would be imperilled thereby.

In short, it seems to the men who have recently discussed this plan that it provides a happy way out of the dilemma in which the country and the Harding administration have been placed. It will not satisfy the irreconcilable pro-league who wants full and immediate membership. Neither will it please the bitter-ender who wants us to let Europe stew in her own juice, and is too blind to see that millions of American farmers and workingmen are suffering today because of the misery which exists in the old world.

I believe, however, that these two groups are so small as to be negligible. The great mass of the American people are humanitarians. They would like to see the world restored to normal conditions, to that era of comparative peace and prosperity which existed before 1914, and which, despite the grumbling we did while it was going on, now seems in retrospect like Paradise.

If the United States can be shown how we could help the world to get back on its feet, without endangering our own rights and our own welfare, that action will be taken. After all, this is still America.

Precious Stones

from Siberia and the Urals

mounted and unmounted, are among the Jewelry Novelties included in our Stock, which also comprises a large selection of Longines and Tavannes Watches—Masterpieces of Russian Jewelry and Silverware and the latest in Jewelry from Europe.

Orders for repairs of Jewelry and Watches taken: Precious Stones sold on commission. Cash advances made on goods so taken.

Prices Beyond Competition. We Invite Your Inspection

THE

SIBERIAN

JEWELRY STORE

96 Szechuen Road

C 2240

UNIVERSAL HIRE SERVICE

Serves U Right—Day & Night

$1 First 20 Min. $3 per Hr

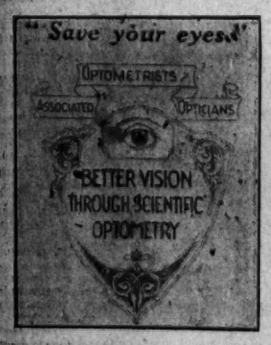
SEASONABLE SUITINGS

MACBETH, GRAY & Co.

TAILORS—SHIRTMAKERS—OUTFITTERS

The Only House In Shanghai Devoted Exclusively To Men's Requirements

20 NANKING ROAD *Tel. C. 4247*



The Eye is the most delicate organ of the body. It takes terrible toll for neglect, but pays enormous dividends for care.

Money spent for Eye-sight is indeed most judiciously expended. Our experienced and competent optometrists will be pleased to examine and advise with you as to your needs.

Chinese Optical Co.

P152 Nanking Road.

中國精益眼鏡公司

LACTOMALTINE

AN IDEAL FLESH-FORMING FOOD

Prepared from the

FINEST SCOTCH BARLEY CREAM and MILK

PALATABLE, HIGHLY NUTRITIOUS, STRENGTHENING.

Suitable for adults and children, all the year round.

Obtainable at all Chemists.

Dr. Dralle's Famous Illusion Perfume

In the Lighthouse

Lily of the Valley, Violet, Rose, New Mown Hay, Treffle, Carnation, Jessamine, Golden Lilac, Astra, Moll Accord.

Sole Agents:

J. LAMBOOY & CO.

Retailed:

Sine Pharmacy; 6a Broadway.

Anglo Chinese Dispensary, Honan Rd

49925

The SCOTCH BAKERY

8 Nanking Road Phone C. 2783

150 Bubbling Well Road Phone W. 970

TO ORDER

Artistic Wedding Cakes $1.50 and 2.00 per lb.

Almond Genoa, Plum, Sultana, Cherry & Madeira Cakes.

Gateaux. Chocolate

and other decorated Cakes for the Party Table. From $1. up.

Our **Little Pigs $5.** and **Chickens $2.50** made in Sponge and Marzipan are now quite the thing for **a Surprise High Tea or Children's Party.**

We have a very Fine Assortment of Fresh Chocolates $2.00 and 2.20 per lb. and Hard Candies and other Home-Made Sweets from 50 cts. up per lb.

Our **Fancy Assorted Biscuits at $1.20** per lb. are a Special Line.

Tiffin and Tea Room at 8 Nanking Road

Open until 6.30 p.m.

THE CREST HOTEL

231 Avenue Haig Shanghai

EXCELLENT CUISINE

All our wines and spirits are purchased from the leading firms of Shanghai, and guaranteed by the proprietor.

COME AND HAVE A GOOD TIME AND WAKE UP WITH A CLEAR HEAD IN THE MORNING.

Good Food—Good Ball Room—Good Music.

Frank H. Hyde, Proprietor.

Why do you keep records?

Is it not to be able to get information you want when you want it? Then do not hide the data you wish to keep—keep it all in plain sight and instant reach with ACME Visible Record Keeping Equipment.

With the Acme System, you keep your cost cards, credit files, inventory cards in a fireproof cabinet and instantly accessible.

Ask for the FACTS or call for a demonstration at the

BUSINESS EQUIPMENT CORPORATION

83 Szechuen Rd.

Telephone 83

Exclusive Agents for—
The Multigraph
The Todd Protectograph
The Burroughs Machine
The Woodstock Typewriter
The Acme Visible System
The Ideal Stencil Machine

NOTICE

SHANGHAI MOTION PICTURE EXHIBITORS

It has come to the Notice of the Undersigned that a copy one of the following films has been pirated for China, the rights for these pictures are held by the Undersigned.

1. BROKEN BLOSSOM
   D. W. Griffith Production
2. SMILIN THROUGH
   Norma Talmadge Production
3. PRISONER OF ZENDA
   (Metro) Rex Ingram Production
4. MY BOY
   Jackie Coogan Production
5. PEACOCK ALLEY
   Mae Murray Production

CARLTON THEATRE

(The China Theatres, Ltd.)

You Will Do a Better Day's Work!

—and you will feel fitter and fresher all day—if you begin the day with Sanatogen.

In these days of keen competition, the man who "wins through" is the man who does a better day's work than his competitors.

When you come to analyse it, the quantity and quality of the work you do depends, to a large extent, on the amount of nerve-energy you possess. It is nerve-energy that enables you to make the most of your brains, and supplies the "driving power" essential to success.

Now, Sanatogen definitely increases nerve-energy—does not merely stimulate or excite, but increases it to a remarkable degree. The result is that when you take Sanatogen you do more and better work than you have been been accustomed to do. Nor is this a temporary effect; it continues day by day, week by week.

Dr. Claude L. Wheeler says—

"The user of Sanatogen is richly rewarded in freedom from langour, a gain of strength and activity, alertness of mind, and an increased resisting-power to diseases"

Begin by Taking Sanatogen Regularly Every Morning with or After Breakfast

This will enable you to acquire that extra nerve-energy which spells success in every business and profession; which gives you a zest and a delight in your work; which makes you keen and concentrated, alert and self confident, and thus gives you the power to realise your ambitions.

Take the first step *today*, not tomorrow—*now* not presently. Sanatogen can be obtained of all Chemists and Dispensaries.

For wholesale supplies write to the agents:

Melchers China Corporation,

24 Kiangse Road, Shanghai

Circulation
is the test of Advertising Value, but it must be *certified paid circulation.*
The China Press meets this requirement

The China Press
大陸報

We Carry all these Want-Ads. Every Day—*Because* ADVERTISERS GET RESULTS
It will cost you 3 cents a word to try it for yourself.

SHANGHAI, SUNDAY, FEBRUARY 4, 1923

Business and Official Notices

MUNICIPAL INVESTMENT BANK

FEBRUARY DEPOSITS

CARRYING interest at 5% per annum will be received at the Finance Department of the Council, Administration Building, 16 Hankow Road (Ground Floor)

Thursday,	February	1
Friday,	„	2
Saturday,	„	3
Monday,	„	5
Tuesday,	„	6

DEPOSITS WILL BE IN RESPECT OF THE LOAN OF 1923, THE TERMS OF WHICH WILL BE ANNOUNCED AFTER THE NEXT ANNUAL MEETING OF RATEPAYERS.

55939 F. 6

In the United States Court for China

In re Last Will and Testament of William Henry Lunt, *Deceased.*

Cause No. 2064
Estate No. 486
NOTICE

Pursuant to an order of said Court, notice is hereby given to all persons having claims against the estate of the above named deceased, to present the same with vouchers to the undersigned on or before July 28, 1923, and all persons owing debts to said deceased are hereby notified to make payment of the same in due course to the undersigned.

Jessie I. Lunt,
Executrix,
92 Yuyuen Road,
Shanghai, China.
55764

Commercial Pacific Cable Co.

NOTICE

Owing to the interruption of our Midway-Honolulu Cable, we are unable to accept cablegrams for America until further notice.

W. PIMLEY,
Manager.

Shanghai, February 3rd, 1923.
56025

CHARGEURS REUNIS

Fast and up to date Passenger Steamers LESIRADE sailing from Shanghai about 31st of March Aurigny sailing from Shanghai about 25th of May.

First class Shanghai-Marseille L. Stg. 104. 10. 0.

Second class Shanghai-Marseille L. Stg. 44. 0. 0.

Agents: Racine & Cie.
Telephone C. 953
T. F. 123

Ladies' Dresses

GREAT CHEAP SALE
TWO WEEKS ONLY

Commencing on 1st February, 1923.

In latest styles of skin and fur coats, Foxes, Squirrels, Seals, Evening frocks, Afternoon dresses, Costumes, Summer frocks, Hats, Underwears, etc. etc.

TSOONG KEE, DRESS MAKERS.
278 Corner of Yates and Weihaiwei Roads, Shanghai.
56022

ANNOUNCEMENT

The Columbia Country Club has engaged a new orchestra which will play at the tea dance this afternoon.

HOUSE COMMITTEE.
56029

Hankow and Ports

The Hoong On S. S. Co's Steamer Chang On, Captain K. C. Lee, will leave from the Ningshao Wharf, Chinese Bund, Nantao, on Tuesday, the 6th February, at about 12 o'clock (midnight). (Cabins fitted with steam heater). Passage Money, Shanghai to Hankow, $40 single and $60 return. For Freight or Passage apply to office of the Company No. 1B Hankow Road. Telephones Freight 1520 and Passage 3283.

55007 F 6

In The International Mixed Court of Shanghai

Chinese Civil Case No. 9860.

Re: E'h Zung Sing Metal Hong (合順興五金號)
415, Woosung Road.
(Petition in Bankruptcy).

A petition in bankruptcy has been filed in the above matter, and, by an Order of this Honourable Court dated 24th January, 1923, the undersigned were appointed Interim Receivers.

Take notice that the Court will grant the petition unless objection thereto is lodged within two weeks of the said Order.

Creditors are required to send to the undersigned their names and addresses, and particulars of their debts or claims on or before 1st March, 1923, after which date no further claims will be recognized.

All debts due to the estate should be paid to us forthwith and debtors are warned not to pay their debts to any person or persons other than ourselves.

SETH, MANCELL & McLURE,
Official Court Accountants.
7 Avenue Edouard VII,
Shanghai, 26th January, 1923.
55774

The Shanghai Electric Construction Co., Ltd.

NOTICE OF DIVIDEND TO HOLDERS OF SHARE WARRANTS TO BEARER.

NOTICE is hereby given that a Second Interim Dividend at the rate of six per cent (twelve shillings per share), less income tax at 5/3 in the £. in respect of the year ended 31st December, 1922, has been duly declared upon the share capital of the Company, and will be payable against presentation of Coupon No. 21 (accompanied by the declaration required by H.B.M. Government, forms for which are obtainable at the Hongkong Shanghai Banking Corporation) on and after the first day of February, 1923, in sterling at the Eastern Bank, Ltd., 4 Crosby Square, London, E.C., or may be negotiated in local currency at the demand buying rate on London for coupons on date of lodgement at the Hongkong & Shanghai Banking Corporation, Shanghai. Coupons must be left with the Bankers two clear days for examination before payment.

L. W. HAWKINS,
Secretary.
55866

S.S. "PRESIDENT JACKSON" From Seattle

NOTICE TO CONSIGNEES

Examination of ship's damaged cargo ex the s.s. "President Jackson," will be held at the China Merchants' Central Wharf on Tuesday, February 6th, at 9:30 a.m. when Messrs. Eisler, Reeves and Murphy. Marine Surveyors will be in attendance.

THE ADMIRAL ORIENTAL LINE, AGENTS.
55992 F 6

REMOVAL NOTICE

Dr. T. G. McMartin Announces the Removal of His Offices to Suite 516 Glen Line Building, corner The Bund and Peking Road.
55925

BABIES' MILK

From the only tuberculin tested herd in Shanghai

Guaranteed milk, prepared solely under foreign supervision and certified for infants by an American Medical Doctor, will be available February 15.

Orders may be placed now
LIBERTY DAIRY,
29 Connaught Road.
ELLWOOD VARNEY, Manager.
Phone W. 430.
55988 M 2

Palais des Modes

329 J. Avenue Joffre

Is now opened and latest style dresses are shown at cheap prices.

56002 F 10

Martinazzi Vermouth

The subtle charm of Martinazzi Vermouth makes it most sought after by discriminating people as a basis for cocktails.

Denis, Mounie & Co.'s

"Gold Leaf" Brandy is well recommended by the Medical Profession.

Garner, Quelch & Co.

73, 73a, Szechuen Road
Tel. C. 2021

GOOD PAINT CHEAP

Until recently the Du Pont paints were the most expensive in the market. The entire stock is now being liquidated at prices far the lowest—at prices below the factory cost at home—regardless of duty, shipping and other expenses.

H. B. CAMPBELL
45 Szechuen Road
Central 1892

Florentine Marble Art Statuary

33 Avenue Edward VII

Clearance sale at less than cost price owing to departure from February 4 to 14, 1923. Open daily from 9 a.m. to 6 p.m.

56016

Announcement

Dr. J. V. Scott wishes to announce that he has returned from America and resumed the Practice of Dentistry at No. 38 Nanking Road as heretofore.

Phone Central 2036.
55995 F 9

Just arrived

WINTER PEARMAIN APPLES
$5.00 per case
WINESAPS APPLES
$5.00 per case
C. EDDIE & CO.
'Phone N. 139-140.
Broadway & Minghong Rd. Corner.

DOCTOR HELFENSTEIN

Specialist in venereal, urinary, skin, internal diseases and sex disorders. Office hours: 9-12½ and 4-6½. Ladies only 3-4 or by appointment. 25 Jinkee Road (Chung Foo Building).

S. S. "IDA"

"The Admiral Oriental Line are acting as discharging agents only for this vessel and accept no responsibility for expenses or liabilities of any nature which may be incurred. Any and all expenses and or liabilities will be for the account of the Captain and or owners."

ADMIRAL ORIENTAL LINE,
Shanghai.
55678 F. 4

NOTICE

This is to notify our numerous customers that Miss F. L. Rudge has no further connection whatsoever with us as from February 1st, 1923.

Industrial Missions Depot,
21A Nanking Road.
55963 F 6

Buy "Guaranteed" Only Machines

HIGH-GRADE REBUILT
TYPEWRITERS

Three main points in buying a Rebuilt Typewriter

1. Make sure that it is a HIGH-GRADE Rebuilt
2. Buy only a GUARANTEED machine.
3. See that the guarantee is backed by a firm of standing and responsibility.

SOME PRICES

Oliver No. 3	Mex $75.00
Oliver No. 5	„ 90.00
Oliver No. 9 (New)	„ 125.00
Remington No. 10	„ 135.00
Remington No. 10 (18 inch Carriage)	„ 175.00
Underwood No. 5	„ 150.00

THE OFFICE APPLIANCE CO.
22 Nanking Road.
Shanghai.

I.S.S. assets

The remarkable growth of the assets of the I.S.S. in the past ten years, together with the momentum of volume of its business, indicates that the International Savings Society stands pre-eminently in the foreground among the savings institutions of the world.

International SavingsSociety
7 Avenue Edouard VII
Shanghai

OFFICES TO LET

IN THE
GLEN LINE BUILDING
Corner of Peking Road and The Bund

For particulars apply to Messrs. ALGAR & CO., LTD., 11 Yuen Ming Yuen Road.
54801

H. WYATT

(Late Chief Examiner, Appraising Department C. M. Customs)
Cargo Surveyor and Assessor, etc.
60 Kiangse Road.
(New Hong Yue Building)
Agent, Sun Life Assurance Co. of Canada.
Tel. C. 4782.
55355 F. 13

GRAND BOXING AND WRESTLING TOURNAMENT

In aid of the
WORKLESS RUSSIAN REFUGEES
Under the auspices of
The Russian Co-operative Society.

TOWN HALL

TUESDAY Feb. 6 and WEDNESDAY Feb. 7

At 9.15 p.m.

1st Ring seats (reserved)	$4.
2nd Ring seats	$2.
A few 3rd seats at	$1.

See MANIYOFF Champion Wrestler and Heavy Weight lifter of the world. (Championship Belt on view at the Shanghai Stores)

The Russian Cadet Band will play selections during the evening.

Promoter .....G. H. Parkes.

Box Plan at Moutrie's
55915

Business and Official Notices

Just arrived from HOME

Celery
Lettuce
Potato
Tomato
Carrot
Onion
Cabbage
Grape Fruit
Orange
Cucumber
Fancy Rhubarb
Medium Halibut
Round Silver Salmon
Red Chinook Salmon
Black Cod, Ling Cod
Red Snapper, Bloater (L. F.)
Smoked Pink Chinook Salmon

C. EDDIE & CO.
'Phone N. 139-140
Broadway & Minghong Rd. Corner.

Shanghai Race Club

The Annual General Meeting will be held at the Grand Stand at 6 p.m. on Monday, 12th February, 1923.

By Order of the Stewards,
A. W. OLSEN,
Secretary,
SHANGHAI RACE CLUB.
55997 F 10

Shanghai Race Club

Voting Members willing to serve either as Stewards or on the Balloting Committee for the ensuing year are requested to forward their names to the Undersigned before noon on Saturday, 10th February, 1923.

By Order of the Stewards,
A. W. OLSEN,
Secretary,
SHANGHAI RACE CLUB.
55998 F 10

Houses To Let

575 & 577, Rue Lafayette
(Corner of Rue Massenet)
8 rooms, 3 bath-rooms, central-heating, garage, garden.
For further particulars Apply to
CREDIT FONCIER D'EXTREME ORIENT,
20 The Bund,
Entrance on Nanking Road.
55978 F 6

NOTICE

Our Telephone Nos. are now as follows:

General Office	C. 922
J. S. Dolan (Private office)	C. 951
Insurance Office	C. 2079
Compradore's Office	C. 6279
Godown, 21 Dairy Road	E. 405

CHINA & JAVA EXPORT CO.,
Robert Dollar Building.
Shanghai, 1st February, 1923.
55946

Radio Corporation of China

NOTICE

The public is hereby notified that the only persons authorised to sign for the above company are the undersigned. No contracts, or other documents are valid unless they bear the joint signatures of any of the persons herein mentioned.

E. G. OSBORN
B. C. R. DEATON (absent)
K. L. TSANG.
55840 F 7

Mrs. Charlotte Helfenstein

gives music lessons
Address: 7 Peking Road
Telephone C. 1801.
55874

Saint Patrick's Society of Shanghai

The Annual General Meeting of Members will be held in the Palace Hotel, at 5.30 p.m., on Thursday, February 8, 1923. All Irishmen are cordially invited to be present.

T. P. GIVENS,
Hon. Secretary.
Shanghai, January 25, 1923.
55713

SPECIAL NOTICE

THE SHANGHAI HORSE BAZAAR & MOTOR CO., LTD. have been favored with instructions from the bank concerned

TO SELL

at public auction on Wednesday, the 7th of February, 1923, at 5 p.m.:—

A new ROLLS-ROYCE 40-50 H. P, touring car, body constructed in England. The car will be on view and ready for demonstration purposes from now and until noon on the day of the auction.

50618

CABINET of MASSAGE

and Medical Cosmetic.
No. 573 Nanking Road.

FACE MASSAGE and all kind of massage with electrical apparatus. Manicure, Special care of the hair and skin and the removal of all skin defects by a carefull and experienced Specialist. Tel. C. 178. Attendance from 9-12 a.m. and 2-7 p.m.

56009

SMART and HIGH CLASS

Ladies hats and dresses, evening gowns, morning and afternoon costumes, capes, manteaux, etc.

Beautiful Furs of highest quality.
Mrs. E. S., ASTOR HOUSE HOTEL
Monday to Wednesday, February 5th to 7th inclusive
55991 F.7

LET US DO YOUR PAINTING AND DECORATING

Hongkong Engineering and Construction Co., Ltd.
C. S. UPSON, Mgr.
Office 125 Bubbling Well Road
55961

MERCUR

F. 93 Bubbling Well Road, just opposite the Race Course, Shanghai

上海茂高洋行
靜安寺路九十三號

TRADE MARK

Begs to advise the opening of a retail store specializing in children's footwear of every description, for all ages from Infants upwards.

Stocks always on hand, at moderate prices compatible with quality, style and finish.

We solicit a visit and your kind patronage.

56015 F 7

Is Your Complexion of Interest to You?

Ask your druggist to tell you about

VENUS BEAUTY PACK

The Liberty Toiletries Company, Limited

Chinese and Foreign Banking Announcements

Chartered Bank of India Australia and China

Incorporated in England by Royal Charter 1853.

Capital £2,680,000
Reserve Fund £700,000
Reserve Liabilities ..£3,000,000

Head Office:
32 Bishopsgate London, E. C.
Shanghai Branch: 18 *The Bund*

Court of Directors

Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
F. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
Sir William Henry Nevills Goschen, K.B.E.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
Sir John Newall Jordan, G.C.M.G., G.C.I.E., K.C.B.
W. Foot Mitchell, Esq. M. P.
James Maxwell Grant Prophit, Esq
Lewis Alexander Wallace, Esq.

Bankers:

The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminster and Parrs Bank, Ltd.
The National Provincial and Union Bank of England, Limited.
The National Bank of Scotland, Limited.

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Alor Star (Kedah)	Haiphong	Peking
Amritsar	Hongkong	Penang
Bangkok	Ilo-ilo	Puket
Batavia	Ipoh	Rangoon
Bombay	Karachi	Saigon
Calcutta	Kelang	Seremban
Canton	Kobe	Shanghai
Cawnpore	Kuala-Lumpur	Singapore
Cebu	Madras	Sourabaya
Colombo	Manila	Taiping
Delhi	Medan	Tavoy
Hankow	New York	Tientsin

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for collection, Travellers' Letter of Credit issued and every description of Banking business undertaken.

C. J. SCOTT,
Manager.

Banque Belge Pour L'Etranger

(Affiliated to the Societe Generale de Belgique.)

	Frs.
Capital (subscribed)	100,000,000
Capital (paid up)	75,000,000
Reserves	21,852,280

Head office: Brussels
Branches and Agencies at:
LONDON, MANCHESTER, PARIS, NEW YORK, BUCHAREST, BRAILA, COLOGNE, CAIRO, ALEXANDRIA, TANTAH, PEKING, SHANGHAI, TIENTSIN, HANKOW.
ALLIED BANKS:
BANCO DE CARTAGENA, MADRID, with Branches in SPAIN and MOROCCO.
WIENER BANK-VEREIN, VIENNA, with Branches in AUSTRIA, ITALY (TYROL), and YUGOSLAVIA.
ALLGEMEINER BOEHMISCHER BANK-VEREIN, PRAGUE, with Branches in CZECHO-SLOVAKIA.
SOCIETE EN COMMANDITE FRANCO-BELGE, A. KOUYOUMDJISKY AND CO., SOFIA.
LANDESBANK FUER BOSNIEN UND HERCEGOVINA, SERAJEVO, with Branches in YUGOSLAVIA.
Correspondents in all parts of the world.
Every description of banking business transacted.

L. STRAETMANS,
Manager.

The Chinese American Bank of Commerce

Authorised Capital
U. S. $10,000,000
Paid up Capital U.S. $ 5,000,000

HEAD OFFICE: PEKING

Branches:

HANKOW	SHANGHAI
MANILA	SHIHKIACHWANG
HARBIN	TIENTSIN
PEKING	TSINANFU

Correspondents all over the World.
Every kind of banking business transacted.

SAVINGS DEPARTMENT

The Chinese American Bank of Commerce is prepared to open Savings Accounts in local $, Taels, G$, £, Frs. and Yen on very favorable terms. Prospectus will be mailed on request.

SHANGHAI OFFICE:
11A Nanking Road
Telephone C. 5841, 5842, 5843
Telegraphic address: Sinambank

Hongkong & Shanghai Banking Corporation

Paid-up Capital $20,000,000

Reserve Funds:—
Sterling £4,500,000
Silver $23,500,000

Reserve Liability of Proprietors $20,000,000

Head Office: HONGKONG.
Court of Directors:
Hon. Mr. A. O. Lang, Chairman.
D. G. M. Bernard, Esq. Deputy Chairman.
A. M. Bowes Smith, Esq.
G. M. Dodwell, Esq.
G. T. M. Edkins, Esq.
P. H. Holyoak, Esq.
Hon. Mr. E. V. D. Parr,
W. L. Pattenden, Esq.
H. P. White, Esq.
Chief Manager.
Hon. Mr. A. G. Stephen.

Branches and Agencies:

Amoy	Iloilo	Penang
Bangkok	Ipoh	Rangoon
Batavia	Johore	Saigon
Bombay	Kobe	S. Francisco
Calcutta	Kuala-Lumpur	Shanghai
Canton	Malacca	Singapore
Chefoo	London	Sourabaya
Colombo	Lyons	Sungei-Patani
Dairen	Manila	Tientsin
Foochow	Nagasaki	Tsingtao
Haiphong	Peking	Vladivostock
Hamburg	New York	Yokohama
Hankow		
Harbin		

London Bankers:
London County Westminster and Parr's Bank, Ltd.

Shanghai Branch: 12 The Bund.
Sub-Agency: 9 Broadway.
Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.
Local Bills Discounted.
Credits granted on approved Securities and every description of Banking and Exchange business transacted.
Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

G. H. STITT,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,960,000
Capital Contributed by the Chinese Government	Kup. Tls. 2,500,000
Reserve Fund	1,750,000

Head Office:
Paris, 9 Rue Boudreau
London Office:
64 Old Broad Street, E. C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Societe Generale pour favoriser le developpement du Commerce et de l'Industrie en France.
Paris: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
Milan: Credito Italiano.
Rome: Banco di Roma.
New York: The Irving National Bank.
San Francisco: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA

Chanchun	Harbin	Shanghai
Chefoo	Hongkong	Peking
Dairen	Manchouli	Tientsin.
Hailar	Kashgar	Urumtchi
Hankow	Newchwang	Yokohama

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars. Terms on application. Local Bills discounted.
Foreign Exchange on the principal cities of the world bought and sold.

SAFE DEPOSIT BOXES.
L. Jesierski,
P. Petithuguenin.
Ch. Bioulet.
Managers for Branches in Asia.

Bank of Communications,

Specially authorised by Presidential Mandates of April 7, 1914, and October 31, 1915.
Capital Dollars 15,000,000.00

Head Office: Peking.
Over 60 Branches and Agencies at principal cities and commercial centres in China.
Agencies abroad: Singapore, Hongkong, Tokio (Japan).
Shanghai Branch: 14 The Bund.
Interest allowed on both Current and Fixed Deposit Accounts; Credit granted on approved securities, and every description of Banking and Exchange business transacted.

SHEN CHU-HSU, Manager.
T. S. WONG Sub-Manager.
T. D. WOO, " "
S. T. HUANG. " "

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund and 9 Broadway.

Deposits of not less than $1.00 will be received.
Not more than $200 will be received during one month from any single Depositor.
Interest at the rate of 3.½ % per annum will be allowed upon the monthly minimum balance.
The maximum balance on which interest will be allowed is $5,000.00.
Deposits may be withdrawn on Demand. Accounts will be kept either in Dollars or Taels, Local Currency, at the option of the Depositor.
Depositors will be presented with Pass Books, in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.
OFFICE HOURS: 10 a.m. to 3 p.m. Saturdays, 10 a.m. to noon.

The Bank Of Canton, Limited

Incorporated 1912.
Capital Authorised £1,200,000-0-0
Capital Paid-up ..£1,066,520-0-0
Reserve Fund H. K. $800,000.00

HEAD OFFICE:
No. 6 Des Voeux Road Central, Hongkong.

OFFICES:
Shanghai, New York, Canton and Bangkok.

SHANGHAI OFFICE:
No. 1 and 2 Ningpo Road.

AGENCIES:

Honolulu	San Francisco	Kobe
London	Sourabaya	Batavia
Manila	Singapore	Canada
Yokohama	Samarang	etc.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange business transacted.

WONG WEN-KUANG,
Manager.

The Exchange Bank of China

SHANGHAI BRANCH,
5 FOOCHOW ROAD.

Telephone: C. 1941.
C. 1946
C. 5651

Telegraphic Address: "Knabex"

Capital ..... Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.
Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T.T. Letters of Credit, Buying and Selling Specie, etc. etc.
Foreign and Domestic Commercial Papers and Bills discounted.
Loans and Advances made on approved Securities.
Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.
Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtau, Dairen, Changchun, Mukden Foochow, Amoy, Swatow, Hongkong, Canton.

Y. KATADA, Manager.
W. P. CHANG, Sub-Manager

SINO-ITALIAN BANK

Aut. Cap. Silver Dollars. 4,800,000
Aut. Cap. Gold It. Lire 16,000,000
Paid up Capital ..Silver $1,200,000
Paid up Cap. Gold It. Lire 4,000,000
Reserves ..... Silver $100,000
Head Office: Shanghai.
Branches:
Hankow, Peking, S'hai, Tientsin
Bankers:
Italy: Credito Italiano.
England: Credito Italiano, National Provincial and Union Bank of England, Ld., Glyn Mills and Currie.
France: Banque Francaise et Italienne pour l'Amerique du Sud Comptoir National d'Escompte de Paris Bansue Italo Belge.
United States: Credito Italiano Equitable Trust Company.
Canada: Canadian Bank of Commerce.
South America: Banca Italo Belga
Switzerland: Banca Unione di Credito.
Banque Commerciale de la Baie Len & Co.'s Bank.
Banca Unione de Credito.
Belgium—Credit General Liegeois
Current, fixed and savings accounts carried in Taels, Dollars, Sterling, U.S. Gold, Italian Lire, Francs and other currencies. Terms on application.
General banking business transacted. Special facilities for Italian exchange.
Telegraphic Address: Sinit
SHANGHAI, No. 16 Kiukiang Rd.
Tel. C. Nos. 5090 and 5091.
Managers' Office Central 5093.

C. MARMONT,
CHIN YU SHU,
General Managers.

International Banking Corporation

Capital ..... U.S. $5,000,000
Surplus and Undivided Profits .....U.S. $10,455,137

Owned by the National City Bank of New York.

Head Office:
80 WALL STREET, NEW YORK
London Office: 36 Bishopsgate, E.C
Lyons Office: 37 Place Tolozan.

San Francisco Office:
232 Montgomery Street.

BRANCHES:

CHINA	PHILIPPINES
Shanghai	Manila
Peking	Cebu
Tientsin	
Hankow	SPAIN
Harbin	Barcelona
Hongkong	Madrid
Canton	
	STRAITS
INDIA	Singapore
Bombay	
Calcutta	DOMINICA
Rangoon	Santo Domingo
	Sanchez
JAPAN	San Francisco
Tokyo	San Pedro
Yokohama	Santiago
Kobe	Puerto Plata
	Barahona
JAVA	La Vega
Batavia	
Soerabaya	PANAMA
	Panama
	Colon

We are also able to offer our Customers the services of the Branches of the National City Bank of New York in the principal countries of South America, Central America and in the West Indies.
Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current Accounts and Savings Bank Accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

H. C. Gulland, Manager.
1A Kiukiang Road, Shanghai.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000.00
Paid-up Capital	$12,279,800.00
Reserve Fund	$2,443,700.00
Special Reserve Fund	$3,534,600.00

Head Office: Peking.

Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifeng	Hankow
Chanchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtao	Yangchow	Chungking

Foreign Correspondents:
London, Paris, Berlin, New York, San Francisco, Tokio, Osaka and Yokohama.

SHANGHAI BRANCH
3 Hankow Road.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

Sung Han-chang,
Manager.

Kincheng Banking Corporation 金城銀行

Sanctioned by Ministry of Finance and registered in Ministry of Agriculture and Commerce in accordance with Banking and Company Laws.

Authorised Capital	$5,000,000
Paid-up Capital	$5,000,000
Reserved Fund	$ 600,000

Head Office: Tientsin.

Branches and Sub-Branches:
Peking, Tientsin, Shanghai, Hankow, Nanking and Peng-pu.
Correspondents in all important places of the world.
President: Chow Tso Ming.
Manager, Shanghai Branch: S. Y. Tien.
Sub-Manager, Shanghai Branch. C. C. Woo.
Every description of Banking Business transacted.
Savings Accounts kept in Tientsin and Shanghai Offices.
Cable Address. "Kincheng" Shanghai.

Tel. Nos.
General Office: C. 3309
Manager's Office: C. 1350
Foreign Dept. C. 1442

Nederlandsche Handel Maatschappy

(Netherlands Trading Society)
Established 1824

Paid-up-Capital:	Guilders 80,000,000 (about £6,668,666)
Reserve Funds:	Guilders 19,445,211 (about £1,620,434.)
Special Reserve:	Guilders 22,560,000 (about £1,838,333)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM

Branches

Bandjermasin	Pekalongen
Bandoeng	Palembang
Bombay	Penang
Calcutta	Pontianak
Cheriben	Rangoon
Djember	Semarang
Djokjakarta	Singapore
Hongkong	Soerabaya
Kobe	Soerakarta
Kota-Radja	Tegal
Makassar	Tjilatjap
Medan	Weltevreden
Padang	

London Bankers
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.
The Bank buys, sells and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.
Shanghai Interest Allowed on current tael accounts and fixed deposits, according to arrangement.

M. J. HERBSCHLEB,
Agent.

行業亞東 The Bank of East Asia Ltd.

SHANGHAI BRANCH
No. 10, Kiukiang Road.

Authorised Capital	$10,000,000.00
Paid up Capital..	$ 5,000,000.00
Reserved Fund ..	$200,000.00

HEAD OFFICE: Hongkong.
BRANCHES: Canton, Saigon.
LONDON BANKERS: London Joint City and Midland Bank.
Correspondents in all principal cities of the world. All kinds of banking business transacted.
Interest allowed on current deposits and fixed deposits.
Loans granted on approved securities.

E. CHENG,
Manager.

The Chekiang Industrial Bank, Ltd

Established 1908

Capital	$2,000,000.00
Reserve Fund	$206,400.00
Undivided Profits ...	$120,751.00

Head Office and Branches:
Hangchow, Shanghai, Haimen, Hankow, and Lanchi.
Domestic Agencies:
Throughout CHINA'S principal Cities.
Foreign Correspondents:
London, Paris, Rotterdam, New York, Chicago, San Francisco, Hamburg, Berlin, Tokyo, Kobe, Yokohama, Osaka, Hakodate, Seoul, Fusan and Hongkong.

Interest allowed on Current Accounts and fixed Deposits according to arrangements.
Saving Accounts at 4% compound interest.
Every description of Banking and Exchange transacted.

LI MING, Manager.
SHANGHAI BRANCH:
14 Hankow Road.
Tel. C. 7130, Manager's Office.
C. 7121, 7122, 7123 and 7124, General Office.
Cable Address:
"CHINDUBANK" Shanghai.

Banque De L'Indo-Chine

	Francs.
Subscribed Capital	72,000,000.00
Paid-up Capital ..	68,400,000.00
Reserve Fund (1-6-20)	69,500,000.00

Head Offices:
No. 96 Boulevard Hanoomann, Paris.

Branches and Agencies:

Saigon	Pnom-Penh	Battambang
Haiphong	Hanoi	Tourane
Peking	Hankow	Tientsin
Hongkong	Canton	Mengtse
Singapore	Pondichery	Bangkok
Papeete	Shanghai	Noumea
	Djibouti	Yunnanfu

London Bankers:
The National Provincial and Union Bank of England, Ltd.
Comptoir National d'Escompte de Paris—Credit Lyonnais

The Shanghai Agency undertakes all Banking and Exchange operations; grants credits on goods and approved securities; opens current and fixed deposit accounts in taels and francs according to arrangement.

L. ARDAIN,
Manager.

Chung Foo Union Bank

(Established in 1917)
Statutes approved by the Government in 1918
Head Office: TIENTSIN

Subscribed Capital	$2,000,000.00
Paid-up Capital	$1,500,000.00
Reserve Fund	$ 180,000.00

Managing Director: T. Clarence Sun
Deputy Managing Director: Nieh Chi-wei

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinking	Ichang	Yokohama
Shanghai	Soochow	Changsha	Chicago
Peking	Wusieh	Shasi	Philadelphia
Hankow	Hauchow	Wuhu	Seattle
Nanking	Ningpo	London	Baltimore
Yangchow	Shaoshing	New York	Cleveland
Hangchow	Canton	San Francisco	Detroit
Pengpu	Hongkong	Boston	Buffalo
Changchun	Chengteh	Tokio	Pittsburgh
Antung	Chengchow	Osaka	Montreal
Kiukiang	Tsinkiangpu	Kobe	St. Louis
			Cincinnati

Shanghai Branch:

And also in other principal cities in foreign countries.
S 441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits in taels, dollars, and other currencies according to arrangement.
Credits granted on approved securities.

Y. B. Sun, Manager,
T. D. Zar, Sub-Manager.

The Shanghai Commercial & Savings Bank, Ltd.

Head Offices 9 Ningpo Road

Capital	$2,500,000.00
Reserve	$420,000.00

Every description of modern banking and exchange business transacted—Personal, National & International.

Branches and Agencies:
In principal cities throughout China
Foreign Correspondents:

London	New York	Yokohama
Paris	Chicago	Tokyo
Marseilles	Seattle	Osaka
Amsterdam	San Francisco	Manila
Berlin	Singapore	

Cable Address: "COMSAVBANK"

K. P. CHEN,
General Manager.

The National Commercial Bank, Ltd.

Established 1907.

Capital Fully Paid Up	$2,500,000.00
Reserved Fund	$750,000.00

Head Office: Shanghai:—Peking & Kiangse Roads.
Manager's Office Cen. 2650.
Telephones: General Office Cen. 2613, 2614 and 2615.
Foreign Exchange Dept. C. 7413.
Branches: Hangchow, Hankow, Peking, Tientsin, Mukden, Harbin,
Foreign Correspondents: London, New York, San Francisco, Paris, Berlin, Zurich Hamburg, Tokio, Yokohama, Kobe, and Osaka.
Domestic Correspondents at all principal cities in China.
Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, and Yen.
Interest allowed on Deposit at call both in Taels and Dollars according to arrangement.
Domestic and Foreign Drafts purchased and sold.
Credit granted on approved securities.
SAVING ACCOUNTS 4% PER ANNUM
Every description of banking business transacted.
MODERN SAFE DEPOSIT BOXES FOR RENT.

Vessels Due

Africa Maru, *Seattle*	Feb. 5
Angers, *Marseilles*	Feb. 6
Angkor, *Japan*	Feb. 8
Atsuta Maru, *Japan*	Feb. 8
Bengloe, *London*	Feb. 9
Changsha, *Hankow*	Feb. 8
China, *Hongkong*	Feb. 9
Chohei Maru, *Dairen*	Feb. 4
E. of Australia, *Vancouver*	Feb. 5
E. of Canada, *Hongkong*	Feb. 12
Hachiro Maru, *Chinwangtao*	Feb. 4
Hachiro Maru, *Chinwangtao*	Feb. 4
Hague Maru, *New York*	Feb. 5
Haean, *Foochow*	Feb. 4
Hakone Maru, *Europe*	Feb. 4
Haru Maru, *Chinwangtao*	Feb. 4
Hsinchang, *Hongkong*	Feb. 5
Hsin Kiangteen, *Ningpo*	Feb. 6
Hsin Ningshao, *Ningpo*	Feb. 4
Hsin Peking, *Ningpo*	Feb. 4
Hwahting, *Chinwangtao*	Feb. 4
Hwahchie, *Chinwangtao*	Feb. 4
Ivo Maru, *Seattle*	Feb. 11
Kaga Maru, *Hongkong*	Feb. 10
Kaiping, *Chinwangtao*	Feb. 5
Kiangfoo, *Hankow*	Feb. 12
Kiangan, *Hankow*	Feb. 10
Kiangshun, *Hankow*	Feb. 6
Kiangwah, *Hankow*	Feb. 5
Kosai Maru, *Japan*	Feb. 11
Kungwo, *Hankow*	Feb. 11
Kutwo, *Hankow*	Feb. 7
Loongwo, *Hankow*	Feb. 8
Loksang, *Pukow*	Feb. 6
Luenho, *Hankow*	Feb. 10
Luenyi, *Hankow*	Feb. 11
Matsuye Maru, *Japan*	Feb. 8
Nagasaki Maru, *Nagasaki*	Feb. 12
Nagato Maru, *Japan*	Feb 7
Nikko Maru, *Japan*	Feb. 7
Poyang, *Hankow*	Feb. 10
Pingwo, *Hankow*	Feb. 9
Pres. McKinley, *Hongkong*	Feb. 5
Pres. Pierce, *Hongkong*	Feb. 4
Pres. Jefferson, *Seattle*	Feb. 12
Sakaki Maru, *Dairen*	Feb. 10
Saikio Maru, *Dairen*	Feb. 7
Shantung, *Hongkong*	Feb. 7
Shengking, *Hankow*	Feb. 4
Shinfoo, *Chinwangtao*	Feb. 5
Soochow, *Tsingtao*	Feb. 8
Suiyang, *Hongkong*	Feb. 5
Suiwo, *Hankow*	Feb. 12
Sunning, *Hongkong*	Feb. 12
Szechuen, *Hongkong*	Feb. 10
Taisang, *Hongkong*	Feb. 6
Takaoka Maru, *Japan*	Feb. 4
Tatung, *Hankow*	Feb. 7
Torilla, *Calcutta*	Feb. 5
Tuckwo, *Hankow*	Feb. 4
Waishing, *Tientsin*	Feb. 6
Whangpu, *Hankow*	Feb. 5
Woosung, *Hankow*	Feb. 9
Wuchang, *Hankow*	Feb. 12
Yamashiro Maru, *Japan*	Feb. 8
Yawata Maru, *Japan*	Feb. 4
Yungshin, *Ningpo*	Feb. 6
Yingchow, *Hongkong*	Feb. 8
Yusang, *Tientsin*	Feb. 7

Passengers Arrived

Per C.N. s.s. Shuntien from Tientsin: Capt. and Mrs. Linton, 15 military details, Miss Thomkinson, White, F. E. Stewart, Matser Anderson, Mrs. E. E. Clark, Messrs. Mills, Nipps, Child.

Per C.M. s.s. Hsin Kiangteen from Ningpo: Misses N. B. Duncan, Pettie, Mr. and Mrs. W. S. Muell, Miss E. M. Sauss.

Soviet Protests Alaskans' Plan To Take Refugees

(Reuter's Pacific Service)

Manila, Feb. 2.—Governor-General Wood announces donations of $5,000 each from the Red Cross Society and the American Russian Relief Fund for the aid of the Russian refugees.

Admiral Stark is in Manila conferring with General Wood every day and is anxiously awaiting word from Washington with regard to the request for permission to settle here.

The refugees wish to put the ships in the inter-island trade.

Hughes, Premier Of Australia, Resigns

(Reuter's Service)

Melbourne, Feb. 2.—Following the victory of the Labor Party at the elections the Prime Minister, Mr. William Hughes, has resigned.

It is understood that Mr. S. M. Bruce, the Federal Treasurer, has been invited to form a purely Nationalist Cabinet not including Mr. Hughes.

Commercial Bank of China

Head Office: SHANGHAI.

	Sh. Tls.
Subscribed Capital	5,000,000
Paid-Up Capital	2,500,000

Advances made on approved securities. Bills discounted.
Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:—
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

THE SHANGHAI INDUSTRIAL BANKING CORPORATION

Head Office: SHANGHAI.
Branch: 17 & 18 Kiukiang Road
Capital $1,000,000
Paid-up ..... $ 250,000
Fixed Deposit Capital.. $ 500,000
Domestic Agencies
In principal commercial centers in China.
Foreign Correspondence
In all important places of the world.
General Banking, Business of every description transacted.
Interest allowed on Current Accounts and Fixed Deposits according to arrangements.
Savings Accounts at 5% compound interest.
Special Saving Accounts for Laborers.
ROBERT LEE, Gen. Manager.
K. L. SUNG, Manager.
S. Y. FONG, Sub-Manager.
Cable Address: "BANKSIBOO"
Tel. C. 7207, Manager's Office.
C. 6415, Foreign Dept.
C. 6414, General Office.

Sailed from Shanghai

FOR SAN FRANCISCO
President Lincoln ....Jan. 5
Korea Maru .....Jan. 7
President Taft .....Jan. 8
Nanking .....Jan. 9
Standard Arrow .....Jan. 10
Ibukisan Maru .....Jan. 10
Shinyo Maru .....Jan. 18
President Cleveland ..Jan. 25
Siberia Maru .....Jan. 29

FOR VANCOUVER
Canadian Inventor ...Jan. 24
Empress of Asia .....Jan. 27

FOR SEATTLE
President Jefferson ...Jan. 1
Arabia Maru .....Jan. 10
President Grant .....Jan. 13
Yokohama Maru .....Jan. 20
Manila Maru .....Jan. 24
President Madison ....Jan. 25

FOR PORTLAND
West O'Rowa .....Jan. 19
Hannawa .....Jan. 28
Pawlet .....Jan. 30

FOR NEW YORK
Jadden .....Jan. 6
Erie .....Jan. 6
Gothic Prince .....Jan. 8
Laconia .....Jan. 14
Durban Maru .....Jan. 19
City of Dunkirk .....Jan. 20
Arizona Maru .....Jan. 21
Bowes Castle .....Jan. 23
Robert Dollar .....Feb. 1
Dryden .....Feb. 2

FOR UNITED KINGDOM
Haruna Maru .....Jan. 2
Glaucus .....Jan. 2
Plassy .....Jan. 6
Eumaeus .....Jan. 6
Gleniffer .....Jan. 7
Theseus .....Jan. 10
Kamo Maru .....Jan. 13
Elpenor .....Jan. 17
Sardinia .....Jan. 20
Keemun .....Jan. 21
Katori Maru .....Jan. 27
Diomed .....Jan. 31
City of Glasgow .....Feb. 1
Cyclops .....Feb. 1
Delta .....Feb. 3
Nellore .....Feb. 3

FOR COPENHAGEN
Panama .....Jan.

FOR ROTTERDAM
Oldekerk .....Jan. 15

FOR HAMBURG
Atlas Maru .....Jan.
Schlesien .....Jan.
Carnarvonshire .....Jan. 15
Mito Maru .....Jan. 25
Glenbeg .....Jan. 25
Pruessen .....Jan. 25
Emil Kirdorf .....Jan. 31

FOR MARSEILLES
Com. Dorise .....Jan. 15
Amboise .....Jan. 25
Cordillere .....Feb.

FOR TRIESTE
Fiume L. .....Jan. 25

FOR INDIA
Kochi Maru .....Jan.
Gregory Apcar .....Jan. 15
Soudan .....Jan. 25
Kaga Maru .....Jan. 25

Weather Report

Feb. 2.—The anticyclone moved to the S. bank of the Yangtze while the depression shown in Hokkaido encroaches upon Manchuria. Monsoon moderating in the South; variable breezes in the North. Very fine day with milder temperature. Fog in the Gulf of Tongking.

Feb. 3.—Very fine morning; some hoar frost, but milder weather. The pressure is falling at an accelerated rate and the breeze very moderate, veering to the S quarter.

Financial And Commercial News The World's Markets

BENJAMIN AND POTTS
8, JINKEE ROAD

SHARE LIST
Yesterday's Close

Stock	Closing Quotations
Banks	
H. K. and S. B. .	$985 B.
Chartered	£18 B.
Russo-Asiatic ..	Nom
Marine Insurance	
Canton	H. 482½ B.
North China ...	Tls. 138
Union of Canton	H. 212 B.
Yangtsze	25 B.
Far Eastern Ins.	Tls. 21¼
Fire Insurance	
China Fire	H. 116½ B.
Hongkong Fire .	H. 440 B.
Shipping	
Indo-China Def.	H. 245
Indo-China Pref.	H. 40 B.
"Shell"	80/-
Shanghai Tug ord.	Tls. 88¼ S.
S'hai Tug Pref.	Tls. 48 B.
Mining	
Kalping	Tls. 18
Oriental Cons. ..	13/-
Raub	Tls. 3 B.
Docks	
Hongkong Dock	H. 183 S.
Shanghai Dock..	Tls. 94
New Eng. Works	Tls. 8 S.
,, Pref. ..	Tls. 5¼
Wharves	
Shanghai Wharf	Tls. 200 B.
Hongkong Wharf	Tls. 160 B.
Lands and Hotels	
S'hai Hotel, Ltd.	$40 B.
China Realty ord.	Tls. 50
China Realty Pref.	Tls. 50
A.-French Land .	Tls. 104 B.
Shanghai Land..	Tls. 104 B.
Carlton Ltd. ...	Tls. 53
Cotton Mills	
E-wo (ord.)	Tls. 14½ B.
E-wo (pref.) ...	Tls. 110
Laou-kung-mow.	Tls. 23
Oriental	Tls. 9.10
Shanghai Cotton.	Tls. 114
Industrials	
Butler Tiles	Tls. 25
China Sugar	H. 151 S.
Green Island ...	Tls. 20 B.
Langkats	Tls. 23 S.
Major Bros.	Tls. 5
S'hai Sumatra ..	Tls. 85 B.
Stores	
Hall and Holtz..	Tls. 6¼ B.
Llewelyn	$42½
Lane Crawford..	Tls. 105 B.
Moutrie	$45 B.
Watson	H. 15 B.
Weeks	Tls. 13
Rubbers (local)	
Alma	Tls. 9
Amherst	Tls. 0.50
Anglo-Java	Tls. 6¾ B.
Anglo-Dutch ...	Tls. 3.90
Ayer Tawah....	Tls. 17 B.
Batu Anam 1918	Tls. 1 B.
Bute	Tls. 1 S.
Bukit Toh Alang	Tls. 3¾
Chemor United..	Tls. 1.20 S.
Chempedak	Tls. 7
Cheng	Tls. 2¼
Consolidated	Tls. 2.40 B.
Dominion	Tls. 2¼ B.
Gula Kalumpong	Tls. 8¾ B.
Java Consolidated	Tls. 13
Kapayang	Tls. 8 B.
Karan	Tls. 7¼ B.
Kedah	Tls. 1.15 B.
Kota Bahroe	Tls. 1.40 B.
Kroewoek Java .	Tls. 13
Padang	Tls. 5½ B.
Pangkalan Durian	Tls. 1.40 B.
Permata	Tls. 2.60 B.
Repah	Tls. 0.85 B.
Samagagas	Tls. 0.90 B.
Seekees	Tls. 0.75
Semambu	Tls. 1.60
Senawang	Tls. 1.60
S'hai Klebang ..	Tls. 0.90
Shanghai Malay.	Tls. 1
S'hai Malay pref.	Tls. 8½
Shanghai Pahang	Tls. 1 B.
Sungala	Tls. 0.60
Sungei Duri	Tls. 9 B.
Sua Manggis ...	Tls. 4
S'hai Seremban .	Tls. 0.95
Taiping	Tls. 0.55 B.
Tanah Merah ..	Tls. 1
Tebong	Tls. 1.65 B.
Ziangbe	Tls. 4
Miscellaneous	
C. I. & E. Lumber	Tls. 325
Cully Dairy	Tls. 14 B.
Shanghai Trams.	Tls. 125½
Shanghai Gas ..	Tls. 32 B.
Horse Bazaar ..	Tls. 50
S'hai Mercury ..	Tls. 20 B.
S'hai Telephone .	Tls. 0.70
S'hai Waterworks	Tls. 156

S. Sellers, Sa. Sales, B. Buyers

ROUBLE EXCHANGE
BANK'S BUYING RATE

Roubles 250,000 .....Tls. 100
Roubles 100 .....Mex. $0.05

SINO-ITALIAN BANK
BANK'S SELLING RATES

It. Lire 14.50=1 Tael
Swiss Frs. 3.70=1 Tael
Marks 12.000=1 Tael

Equivalent Foreign Quotations

It. Lire 97.60=1 Pound Sterling
It. Lire 20.90=1 U. S. Dollar
It. Lire 127.50=100 Fr. Francs

LONDON-PARIS RATE
(French Wireless through Reuter)

Paris, Feb. 2.—The Paris-London cross-rate is quoted today at: £1—76.23 Francs.

Money Exchange

Shanghai, February 3, 1923

Mexican Dollars
Market 72.1
Native Interest 10
Shanghai Gold Bars 978
Touch 333
Copper Cash 230.500
Bar Silver 30½
Bar London rate
Paris on London 76.45
New York on London... 466½

Banks Opening Selling Rates
London
Telegraphic Transfer. 3s. 0 1/4 d.
Demand ..... 3s. 0 1/4 d.
New York
Telegraphic Transfer ... 70½
Demand 70¾

OPENING RATES
Hongkong and Shanghai Bank
Opening quotations 9:30 a.m.

BANKS SELLING RATES

London (T.T.)	3/0½
London (Demand)	3/0⅝
London 4 m-s	3/0¾
India (T.T.)	223
France (.TT.)	1200
America (T.T.)	71
Hongkong (T.T.)	74
Japan (T.T.)	69
Batavia (T.T.)	181½
Straits (T.T.)	77¼

BANKS BUYING RATE

London 4 m-s Credits..	3/2½
London 4 m-s Docts ..	3/2¾
London 6 m-s Credits..	3/3
London 6 m-s Docts ..	
France 4 m-s	1250
America 4 m-s L/c	74½
Docs	75

PARIS QUOTATIONS
(French Wireless)

Paris, Feb. 2.—Exchange:

London	76.23
New York	16.13450
Germany	0.045
Spain	256.00
Italy	77.80
Switzerland	305.75

French War Loans:

3 percent	57.50
4 percent 1918	60.60
5 percent 1915-1916	73.05
5 percent 1920	87.65
6 percent 1920	87.05
Credit National 1919	458.00
Credit National 1920	464.00
Banque ottomane	745.00
Tabacs ottomane	354.00

FRENCH MARKETS
(French Wireless)

Marseilles, Feb. 2:

Rice		98.00
Le Havre, Feb. 2:		
Cotton	Jan.	568.00
	Feb.	564.00
	Mar.	567.00
Coffee	Jan.	237.75
	Feb.	233.00
	Mar.	232.50

Paris, Feb. 2:

Sugar	237.00

NEW YORK MONEY

New York, Feb. 1:	
Transfers	4.6625

LONDON QUOTATIONS

London, Feb. 1:		
Gold		88.5
Silver		30.9
Copper		65.18.9
Tin		184.7.6
Lead		27.12.6
Zinc		34.7.6
Rubber	crepe	17.50
	fume	17.50
	para	17.00

Gold Dollars: Bank Buying Rates
@ 72=Tls. 138.89
@ exch. 72.3=Mex. $192.10

Sovereign Bank Buying Rate
@ 3s. 1 1/16 d.=Tls. 6.46
@ exch. 72.3=Mex. $8.93

CUSTOMS HOUSE EXCHANGE RATES FOR FEBRUARY

Hk. Tls. 5.88	@ 3s. 0 5/8 d.		£1
,, 1.26	@ 71	Gold	$1
,, 1	@ 1060½		
		Fr.	11.81
,, 1	@ —	Marks	—
,, 1	@ 70¼	Yen	1.59
,, 1	@ 222¾		
		Rupees	2.48
,, 1	@ —	Roubles	—
,, 1	@ 1.50	Mex.	$1.50
,, 1	@ 4.32½	Ital.	
		Lire	15.96

International Banking Corporation
CLOSING COUNTER RATES

Demand selling on America 71¼
Demand buying on America 72
Demand selling on London 3s. 0 1/16 d.
Demand buying on London 3s. 1 1/16 d.

GOLD BAR QUOTATIONS
Morning

332.70	333.30
332.60	333.20
333.00	closed
332.70	
332.50	
332.30	
332.50	
332.60	
332.80	
333.00	
333.30	
333.50	

You might get a good meal at other places but you cannot get Bake Rite Bread unless you carry it in yourself. The CHOCOLATE SHOP serves it.

Rubber Outputs

	Dec.	Jan.
Alma	22,000	
Anglo-Dutch	36,00	43,500
Anglo-Java	101,700	
Ayer Tawah	—	—
Batu Anam	24,678	
Bukit Toh Along	38,030	
Bute	20,000	
Chempedak	13,000	
Chemor United	23,116	
Cheng	13,594	-
Consolidated	44,302	
Dominion	30,676	
Gula Kalumpong	100,000	
Java Consolidated	48,300	
Kapayang	14,428	
Karan	10,293	
Kota Bahroe	31,823	
Kroewoek	39,000	
Langkat	88,849	78,003
New Amherst	12,041	
Padang	—	—
Permata	7,946	
Repah	21,373	
Samagaga	—	—
Semambu	10,463	
Senawang	25,600	
See Kee	11,212	
Shanghai-Seremban	16,655	
Shanghai Kedah	23,717	
Shanghai Kelantan	9,000	
Shanghai-Malay	19,156	
Shanghai-Pahang	16,980	
Shanghai-Klebang	7,840	
Shanghai-Sumatra	61,212	59,061
Sua Manggis	—	—
Sungala	—	—
Sungei Duri	23,123	
Taiping	7,050	
Tebong	59,000	
Tenah Merah	29,000	
Ziangbe	37,500	

Silk Report

In their weekly report on the Silk market, Messrs. William Little and Company write as follows:

Our last report was dated January 26.

White Silk.—A few purchases have been effected at a decline, the inducement of payment before Chinese New Year being the attraction. The market is inclined to be mixed.

Tratlee Filatures.—Red Horse 1, 2, 3, Tls. 960 av. Black Horse 1, 2, Tls. 985 av. Kung Kee Mars 1, Tls. 860.

Yellow Steam Filatures.—Have been in moderate demand at some advance.

Tussah Filatures 8 coc.—Business has chiefly been for April-May delivery. Best grades selling at Tls. 752½ av. No. 1, Tls. 730.

Cables from Japan quote a steady market with Shinhsui No. 1 at Yen 2,120.

EXPORT FROM SHANGHAI

From June 1 to date, 14,089 bales white and 9,598 bales yellow.

To London, 1,787 bales.

To France, 2,688 bales white and 905 bales yellow.

To Italy and Switzerland, 188 bales white and 10 bales yellow.

To America, 7,656 bales.

To India and Lagant, 1,581 bales white and 8,175 bales yellow.

To Coast ports and Russia, 697 bales.

Steam filatures to Europe, etc., 13,944 bales and America, 10,225 bales.

Yellow steam, 4,153 bales.

Wild silk to Europe, etc., 2,020 bales and America, 2,886 bales.

SETTLEMENTS

	piculs
Settlements for Europe, etc.,	
White Silk	7,000
Settlements for Europe, etc.,	
Yellow Silk	10,000
Settlements for America,	
White Silk	2,000
	24,500
Stock in Shanghai,	
White Silk	2,000
Yellow Silk	2,500
Visible Supply for season to date	29,000

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Cotton Reports

In their weekly report on the Shanghai cotton market, Messrs. A. D. Rosenfeld and Son write as follows:

China Cotton.—The market during the past week has been rather quiet and prices have moved within a comparatively narrow margin, with the net result of a steady market as compared with last week's level. The bulk of the business for the week being chiefly adjustments of deliveries and winding up of accounts for the Chinese New Year.

Yarn.—The market during the past week has been quite firm, and prices advanced some one to two taels. Over 6 to 7,000 bales new orders being booked direct with the mills at very fancy prices, and some 3 to 4,000 bales were sold second-hand for export to Szechuen, Swatow, Tientsin, Fukien, Wuhu, Canton and Kiangse.

SPUNT'S REPORT

Messrs. J. Spunt and Company write as follows in their weekly report on the cotton market.

China Cotton:—Prices remained steady with hardly any fluctuations notwithstanding the fact of very little demand for the local staple transpiring, nor any palpable improvement in the yarn situation evolving throughout the past week. Holders of stocks of raw cotton appear to be well financed and while the Chinese New Year settlements are fast approaching no signs are as yet visible of any distress cotton offerings of which consumers have had occasion at such times, to avail themselves, in the past. A feature well worth being noted at this stage of the season is that such serves to corroborate the assertion that the cotton crop of 1922-23 is very much shorter than that of the 1921-2 yield with a negligible carry-over.

In reviewing the present statistical position in the cotton world, there appears nothing to sustain the expectation of lower rates prevailing on the cotton fibre for the time being unless the demand for same becomes almost extinct by reason of extreme curtailment in spindleage, and such a situation is hardly likely to occur even in the face of the gloomy aspect of affairs now in course of development in Europe and in China. Tone of the market, steady.

Stock Exchange
Transactions

TODAY'S QUOTATIONS
Shanghai, February 3, 1923
OFFICIAL

Shanghai Cotton Tls. 116.50 Mar.
S. & H. Wharf Tls. 205.00 March
Tebongs Tls. 1.70
Sua Manggis Tls. 3.50
Tanah Merah Tls. 0.95

UNOFFICIAL

Bukits Tls. 3.50
Permatas Tls. 2.70
Consolidated Tls. 2.50
Dominions Tls. 2.40

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Hongkong Shares

Messrs. Moxon and Taylor of Hongkong write as follows in their weekly report on the share market dated Hongkong, January 26.

There has been a fair amount of business done during the week under review in spite of the settlement which passed off smoothly.

The Shanghai market has been fairly steady with Shanghai showing more disposition to buy.

Rubber continues on the upward grade.

The following are the principal alterations since last week:

Hongkong Banks: Have been in strong demand, and as we go to press, are wanted at $1,000.

Unions: Have again gradually declined during the week and close with sales and sellers at $210.

Hongkong Lands: After changing hands at $285, have firmed up to buyers at $287.

Hongkong Fire and Canton Insurances: Are in good demand with buyers at quotations.

Hongkong Hotels: Have been on the quiet side with few or any shares changing hands during the week.

Dairy Farms: Are wanted at $22 without attracting sellers.

Hongkong Wharves: Have declined to a buying rate of $160.

Hongkong Docks: Are nominal at $187 but shares could be obtained at under this price.

China Providents: After declining to $18, close firm with buyers at $20¾.

Langkats Combined: Are steady and wanted at Tls. 22¼.

The Small Investors' Co.

Shanghai, February 3, 1923
BUSINESS REPORTED

Shanghai Hotels $45.50
Telephone Tls. 71.00
Cully Dairy Tls. 15.00
S. M. C. 1922 7% Debs. Tls. 106.00

Shanghai Sharebrokers Association
Business Done

Shanghai, February 3, 1923
OFFICIAL
February 2

Gas Tls. 8.60
Tanah Merah Tls. 0.97½
Shanghai Gas Tls. 34.00 March
February 3
Telephones Tls. 71.00
Ewos (Ord.) (53 share) Tls. 14.60
Anglo Javas Tls. 6.75
Klebangs Tls. 0.80
Ewos (Ord.) Tls. 14.75
Ewos (Ord.) (12 share) Tls. 14.60
February 2

UNOFFICIAL

Tanah Merah Tls. 0.97½
February 3
Anglo Javas Tls. 7.00 March
Anglo Javas Tls. 6.75 Cash
Klebangs Tls. 0.80

Share Market

In their weekly report on the Share market, Messrs. J. P. Bisset and Company write as follows:

The local share market has been less active during the past week in "Rubbers" as a result of the lower price of the raw material on the London and Singapore markets, and with the exception of a few stocks prices generally close a shade easier. Few transactions have been recorded in Cottons, prices of which remain steady. Chinese Engineering and Mining shares have improved and there is more enquiry for them. The demand for "Trams" has eased off. Other stocks remain steady at quoted prices. The market generally closes quiet.

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Shanghai Branch: 1 Kiukiang Road { Central 1164—Manager / Central 2012—General / Central 1140 (T.T. Dept.)

CURRENT AND FIXED DEPOSITS ACCEPTED
Interest rates on application
Telegraphic Transfers and Drafts bought and sold
JAS. J. ROGERS, E. C. FUNCK } Managers.

CAPITAL $4,000,000 SURPLUS $2,000,000

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SHANGHAI

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Commercial and Travelers Letters of Credit.
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Plight Of Russian Cadets Will Be Discussed By American Woman's Club

Pitiful Conditions Of Refugees At Jessfield Road Excite Sympathy Of Visitors; Money Needed

Ways and means of aiding the 300 Russian cadets of the "Old Regime" who are quartered at 4 Jessfield Road, will be discussed at the meeting of the American Woman's Club to be held Tuesday afternoon at the old Carlton Cafe on Ningpo Road.

The desperate need of these boys will be presented by Dr. Anne Walter Fearn, president of the club, and a number of the women who visited the cadets headquarters during the past week.

Despite the many calls for aid made upon the club, Dr. Fearn feels that these boys, who are stranded, friendless and homeless, in Shanghai, are in immediate need of help and that the conditions under which they are living are so bad that they must be remedied at once.

In order to arouse the sympathy and interest of the club women Dr. Fearn will describe briefly the impressions gained from her visit.

It is believed that the American Woman's Club will make a substantial contribution to the Relief Committee for the Aid of Russian Orphans.

SONS OF OFFICERS

In the famous old mansion, 4 Jessfield Road, around which so many tales of mystery and romance have been woven, the 300 "Crown Boys" of the "Old Regime" are quartered.

The troubles of these boys, many of whom are from the aristocracy of old Russia and whose families were in the high military, official and art circles, began with the out break of the World War.

Their story is a strange and pitiful one. Early in the World War the fathers of the majority of boys—officers of high rank—went to the front and were killed. In appreciation of their services, the Czar placed the sons of many of these soldiers and officers in military schools at Omsk and Habarovsk. They were known as "Crown Boys." With the rise of Bolshevism in Russia, the cadets were forced to flee from their homes and school, and drifted to Vladivostok.

Here they continued their studies under the direction of the officers of old regime until trouble between the "Reds" and "Whites" in Vladivostok forced the orphans to flee with Admiral Stark.

For seventy-two days the fleet wandered from port to port, and like the dove sent out from The Ark could not find a resting place. After a very stormy passage the fleet reached Shanghai and the boys, who were a burden and a responsibility which Commander Stark could no longer bear, were landed in Shanghai.

IN SAD STRAITS

They were without funds, clothing, bedding, homes or occupation. They were in a strange city and they could not speak English or Chinese.

Through the efforts of the Relief Committee for the Russian orphans the spacious old mansion on Jessfield Road was secured as a temporary shelter.

Time was when the mansion was the center of life and merriment. But for many months the large three story house has been emptied of all its imported furnishings, its thick rugs, its famous tapestries and curios and has stood lonely and desolate in the centre of neglected gardens.

The house was turned over to the cadets as it stood. And they were moved into the fireless, cheerless building which boasted not even a chair or a table or a bed.

And there they are—the boys and the empty house and that is practically all.

Under the direction of General Rouset and General Korniloff of the Omsk and Habarovsk "Crown" Schools, the boys have been packed into various rooms, according to their grade in school and in these rooms the boys eat, sleep and study.

IN THREE GROUPS

The first floor has three medium sized rooms which are given over to the students of the Omsk School.

Despite the fact that the building shelters three hundred boys, the halls were quiet and no sounds came from the class rooms for the boys are under remarkable control and show perfect discipline.

The students are divided into three groups—those from seven to twelve, fourteen to fifteen and sixteen to seventeen. And despite the fact that they are cold, poorly nourished and living without even the bare necessities of life, the boys are going on with their regular classes and routine of military life.

In one room 40 boys, tattered and poorly clad, sat crowded together on the floor yesterday, studying English.

SLEEP ON FLOOR

Upon the entrance of the officer conducting the small investigation group through the quarters, the boys' scrambled to their feet and stood at attention.

They are thin, pale little fellows and they shivered from the cold. Piled against the walls are blankets, knap sacks and rolls of clothing or bedding. At night these are spread on the floor and the boys crowd each other as they try to find sleeping space on the bare floor.

In the second room, which was even more crowded, a lad with a flushed face was lying ill on a pallet on the floor. He coughed pitifully and seemed to have a difficult time getting his breath in the close room. Every window was closed in order to keep out the winter wind.

There are five boys sick in that house—lying on beds on the floor—in the same rooms where the other cadets eat, sleep and study.

The danger of an epidemic is apparent, yet as the officer said —"What can we do?"

Last week the first of the cadets died, in a local hospital from typhoid fever. There was a military funeral at Bubbling Well Cemetery which was attended by a number of club women and more than one wept for the fourteen year old boy, who died so far from his home, and for his mother anxiously waiting to hear from him.

Shortly before his death he began a letter to his mother in Vladivostok which, like many begun by courageous soldiers in France, was never finished. It read—

"My dear mother,

We have reached Shanghai safely. Do not worry about me or stand in the door weeping as you look down the long road for I am well. We have found kind friends in Shanghai and we all live in a beautiful house so—."

And here the brave little letter ended for the following day the boy was dead.

THIRTY CENTS A DAY

Thirty cents a day for each boy is provided for food. In the kitchen used by the Omsk School are three smiling faced Chinese boys who have traveled with the school from Russia and have stayed by their "masters" through thick and thin. They have worked for more than a year without any pay except food and shelter. The Chinese boys were preparing the noon day meal.

The daily menu of the boys is as follows:

Breakfast

Tea and one roll.

Tiffin.

Soup—meat and rice or green vegetables and a roll.

Supper

Whatever is left over from tiffin and porridge.

The boys in the Habarovsk School do most of their own cooking. They have their regular "kitchen police" squads. One of the stables has been converted into a kitchen.

Three boys from Siberia, good looking cadets, very neat in appearance, were peeling the potatoes yesterday, mixing up a meat roll and preparing the soup for their tiffin. They were the sons of soldiers killed during the World War and had not heard from their families for over four years. The boy peeling the potatoes stood at attention while he answered the questions of the officer. He said that he believed both his father and mother to be dead.

A room in the stable is being made into a bath room where kongs of water can be heated on a big Chinese stove in order that the boys may have some sort of bathing facilities.

In the servants' quarters of the big house, the officers and many of their wives are living. In the little dark rooms, women who have been accustomed to the comforts of old Russia, are patiently waiting. They know not what the future holds for them. Thirteen officers and instructors in the Omsk School have their wives with them and five of the Habarovsk group.

One of the women, a velvet eyed young thing, sat in her tiny room on a cot trying to amuse her thin ten-months' old baby, whose big blue eyes are far too large for the white little face with sunken cheeks. The baby is in need of warm clothing and so is the mother for she had on a gingham dress with only a shawl thrown around her shoulders.

In fact the only one on the place who is not in need of everything is Babel.

Babel is the mascot—and the goat. He is a lively black boy and Bolsheviks typhoons, or the Chinese language mean nothing in his young life. He is having a great time and says he likes Shanghai better than any place he has been since he left Vladivostok.

The Relief Committee in Shanghai is trying to find a country which will admit the boys and make it possible for them to continue their education. Cables have been sent to the various Slavic Governments and the committee hopes that the students will be povided for shortly in Servia. In the mean time however the boys are here and in need of urgent aid.

5 More Bureaus Will Oversee The Traffic In Drugs

Bureaus for the examination of narcotic drugs will be established at Canton, Tientsin, Hankow, Szechuan, and Fengtien since the bureau at Shanghai has already been formally established.

These bureaus, according to Chinese official circles, are justified by the treaties of the Hague Peace Conference, of which China was a member. But the existence of extraterritoriality limits their range of operation to Chinese pharmacies only, for foreign medicine firms, protected by the rights of consular jurisdiction, can still import narcotic drugs free from examination by the Chinese authorities, once they have obtained licenses from their own consuls.

It is however expected that the foreign consular representatives, acting up to the agreements of the League of Nations, signed by their home governments, will issue licenses to their nationals for the import and sale of these drugs only after they have ascertained that the narcotics are used for lawful purposes.

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At 5.30 and 9.15
Prices $1.50 & $1.00
On Today at 3.15 p.m.
HAYAKAWA
in
"The Honor of His House"

EMPIRE THEATRE
TO-NIGHT! TO-NIGHT!
at 7 p.m.
THE STUPENDOUS SERIAL
Two New Episodes
"BRIDE 13" in 4 Parts.
AT 9.15 SHARP
A SPECIAL PROGRAMME
Presenting
GEORGE H. MELFORD'S
PRODUCTION
"The Sea Wolf"
IN SEVEN REELS

I CAN MAKE ANY WOMAN LOOK TEN YEARS YOUNGER by my wonderful rejuvenating process, by healthful stimulation of the muscles and tissues, restoring them to the vigor of youth. Moles, acne, wrinkles, freckles, S. P. pittings and all blemishes removed forever. Consultation free. Hours 2 to 4. 80 Bubbling Well. Room 62. 55438

VICTORIA THEATRE
On Sunday, February 4th at 9.15 P.M.

A High-Tension Psychic-Mystery Cinema-Drama
IN 6 REELS
Can one man bring about the death of another man by suggesting the thought to a third man through the channels of mental suggestion? This is the question upon which the main theme of "His Brother's Keeper." is based.
See the picture which caused sensation on Broadway
Matinee Today, at 3.15 p.m.
"CONCEIT"

TWO extraordinary good features will be screened during the week Feb. 5th to 11th at the
OLYMPIC THEATRE
On Monday, Tuesday and Wednesday, February 5th, 6th and 7th at 9.15 p.m.
PARAMOUNT presents
LEWIS D. SARGENT
in
"HUCKLEBERRY FINN"
From the famous story written by
MARK TWAIN
Admirably adapted to the screen
Showing also
TOPICAL BUDGET
THE GREAT BRITISH NEWS FILM
Containing
The Prince of Wales cheered by 20,000 children
Lloyd George and Sir Robert Horne meet at Lord Balfour's seat at Whittingham
Lord Birkenhead
The Ex-Premier at Glasgow
The New Government, Mr. Bonar Law, The British Prime Minister and his cabinet within the historic wall of No. 10 Downing St.
Mr. Bonar Law reads an announcement to his cabinet
On Thursday, Friday, Saturday and Sunday, February 8th, 9th, 10th and 11th at 9.15 p.m.
A SUPERB PROGRAMME
presenting
The most thrilling picture of the century
"THE COPPERHEAD"
In 7 Reels

It's punch is athous and heart throbs! It's beauty smile through tears!
As long as human emotion shall endure such is the life of "The Copperhead." A dramatic entertainment as eternal as time itself. Such an entertainment as made audience after audience rise to its feet in cheers at the end of the play.
Special Music, Admission $1.50 and $1.00
MATINEE
On Sunday, February 5th at 3.15 p.m.
HAYAKAWA
in
"THE HONOR OF HIS HOUSE"

LYCEUM THEATRE
A. D. C.
191st Production
"TOM JONES"
MATINEE Thursday, 8th February, 1923
Doors open at 4:30 p.m. Commence 5:00 p.m.
Children Half Price
and
FRIDAY, 9th February, 1923
SATURDAY, 10th February, 1923
CURTAIN RISES AT 9 P.M. SHARP
Positively the last two performances
Booking open on Monday, 12th Feb. at Messrs. S. Moutrie & Co., Ltd.
Wm. ARMSTRONG, Business Manager

Two William Fox Masterpieces
WILL BE PRESENTED AT THE
VICTORIA THEATRE
During the week February 5th to 11th
SHIRLEY MASON
IN
"HER ELEPHANT MAN"

On February 5th, 6th and 7th
Follow the crowds going to the greatest circus story ever screened!
See the real romance of the circus: it is wonderful like a breeze from the top.
THEDA BARA

In her Greatest Non-Vampire role, as Cigarette in Ouida's
"UNDER TWO FLAGS"
On February 8th to 11th
A thrilling story of a daughter of the desert whose love for an English nobleman inspired her to self-sacrifice, ending in giving her life to save his.
The story of a woman who found a man worth dying for.
The plausible story of an impossible love.
MATINEE SUNDAY Feb. 4th, Showing "CONCEIT"

Mail At U. S. Consulate

Mail matter addressed to the following in care of the American Consulate General, Shanghai, remained uncalled for on January 31, 1923.

Adams, Darwin J.
Aisgouzos, Jack.
Antz, Fred.
Amundson, Tony.
Appleton, Dr. V.
Azarenkova, Miss Mary.

Bakanoff.
Bennett, Jos. Dexter.
Bennett, Roy C.
Bromfield, Helen W.
Brown, Mrs. K.
Bryce, Hariot.
Bullard, Frederic Keil.

Carroll, Frank R.
Chefalo & Palermo.
Chernenko, Miss Marie.
Chesney, J.
Childress, Mrs. W. A.
Chin Rhay Soon.
Clarkson, Edward D.
Cholewa, Mrs. Vera.
Corberly, Frank.

Dang, Mang L.
Douglass, L. F.
Dumont, A. Allan.
Dunze, Mrs.
Duvall, J. G.

Elkinton, Alfred C.
Epperson, Jack.
Errickson, Paul Stanley.

Fay, Miss Dot.
Flattum, Francis.
Flouner, Wm. P.
Friedenberg, H.
Foster, Harry L.

Gaul, E. O.
Gilmore, Mrs. Robert.
Gotshall, W. C.
Graham, Mrs. Lucille.
Griffin, Leonard H.
Grubert, William.
Guzman, Demetrio.

Haleman, R.
Hansen, Charles.
Harris, Miss M.
Herts, A. S.
Hinde, E. G.
Hoffman, Mrs. Adaline.
Howison, George.
Howland, Malcolm.
Hyland, Mrs. C.

Jansen, W. H.

Keays, Hugh A.
Ken, Mrs. B. Lam.
Klingsmith, Mrs. Philip.
Kollberg, A.

Lowenthal, Morris.
Leathers, L. E.
Linebarger, P.M.
Magrath, Ariana Appleton.
Ma Gratta, Mrs. C. D.
Maguire, B. F.
McConnell, C. S.
McFarlin, B. J.
Manxau, D.
Morse, Miss Clarice.

Niles, H. B.

Parker, Wm.
Pastall, P. J.
Peroff, Mr. and Mrs.
Price, S.R.

Renshaw, Miss Addie.
Robinson, Mr. and Mrs. Atwood.
Roddy, J. J.
Roncont, Giulio.
Ryan, J. C.

Sacs, Mrs. J.
Steinfeld, Morris.
Slaten, V. G.
Smith, Miss Laura G.
Smith, Mary.
Sully, Cecil.

Thompson, Prof. Kenneth L.
Tiernan, Thos. M.
Treadwell, L. F.

United Trading Development Corp'n.

Van Winkle, Don O.
Varenin, Miss.
Vedder, Mrs. Emil.

Wachlin, Arthur.
Waldon, Harry L.
Wally, Miss Alice.
Watson, Osborn S.
Wax, Abe.
Wilbur, Lee F.
Williams, Miss Cora.
Wilson, Dr. C. R.
Woolf, Fred.

Sir Edward Pearce Is Land Commissioner

Formal official announcement was published yesterday by the Municipal Council declaring Sir Edward Pearce elected to the office of Land Commissioner for the municipal year 1923-24. This announcement is made possible at this time by reason of the fact that Sir Edward was the only nominee of registered land-owners for the office.

TO O.K. PACT

(Reuter's Service)

London, Feb. 2.—Reuter learns that Signor Mussolini is expected shortly to arrange the ratification of the Washington Naval Treaty.

Denies Bank Issued Notes For Gen. Wu

(Independent News Service)

Hankow, Jan. 30.—Mr. Hung Chin-shih, manager of the Bank of China here, announced before the press representatives of Hankow at a dinner yesterday that there has been nothing unwarranted in the recent issue of bank-notes for circulation in five provinces in the Hankow district.

The Bank of China, being a national institution, has never issued any notes in compliance with requests from Wu Pei-fu or other militarists, as rumors had it. It is the policy of the Bank to adopt the federal reserve system of America under which five provinces have been outlined under the Hankow territory.

The recent issue of notes marked "for circulation in Hupeh, Hunan, Honan, Shensi and Szechuen" was made merely for the convenience of the people.

Salvation Army Barred By Soviet

(China Press Service)

Moscow, Feb. 1.—The Salvation Army halls in Russia have been closed. The army's work had been carried on in two centers, Moscow and Petrograd, with a child-feeding center in Petrograd. An appeal was made to the commissariat of the interior to withdraw the ban on the army's work, but without results.

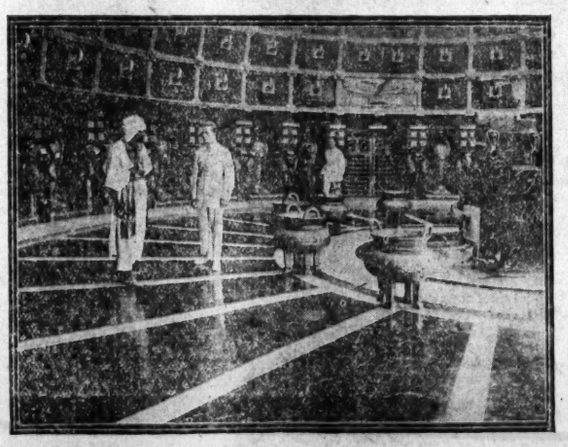
The Salvationists have struggled on amid amazing difficulties since 1917, owing largely to the tenacity and heroism of Ensign Olson, a remarkable young Finnish woman. Last April the soviet authorities granted the army formal permission to recommence its work. No reason is known for the present action of the authorities in closing the army's halls. The Salvationist forces in Moscow number 40 persons.

AT THE
APOLLO THEATRE
TONIGHT at 9.15 p.m.
MOLLIE KING and CREIGHTON HALE
In the delightful Super Special
"HER MAJESTY"
REGINALD DENNY
In the First Round of the Wonderful Ring Romances Series
"THE LEATHER PUSHERS"
BOOKING AT ROBINSON'S
MATINEE at 3 p.m.
ALICE BRADY
in
"HUSH MONEY"

CARLTON THEATRE
BUBBLING WELL AND PARK ROAD
GRAND OPENING FRIDAY, FEBRUARY 9
METRO'S MILLION DOLLAR SPECTACLE
"The PRISONER Of ZENDA"
Directed by Rex Ingram, the Producer of "The Four Horsemen"
Universally acclaimed The Most Gigantic and Thrilling Photoplay ever produced
LOVE—DANGER—GAIETY—INTRIGUE
Both as a book and a play "The PRISONER of ZENDA" swept the world in a rush of Triumphant Popularity
BEAUTIFULLY PORTRAYED BY AN ALL STAR CAST
At a photo play "The PRISONER of ZENDA" has broken all attendance records IN THE BIGGEST THEATRES OF The Principal Cities Throughout The World
The Famous Romance of Anthony Hope Immortalized anew in this
TEN REEL MASTER PHOTO-PLAY
Superior Pictures at Popular Prices
EVERY NIGHT at 9.15
Booking at Theatre Box Office
10 a.m. to 10 p.m.
UNRESERVED
Stalls ..... 60 cts.
Pit $1.00
RESERVED
Balcony $1.50
Dress Circle $2.00
MATINEE SATURDAY & SUNDAY 3 p.m.
HALF PRICE To Children

COMMENCING Monday, Feb. 5th
APOLLO THEATRE
FOR A WHOLE WEEK
THE GREATEST FILM EVER PRODUCED IN EUROPE
"ATLANTIDE"
ADAPTED FROM PIERRE BENOIT'S NOVEL "THE QUEEN OF ATLANTIS"
12—PARTS—12

Who was SHE?
What mysterious influence did SHE exert over those who came near HER?
Who killed Morhange?
What dread secret did the guide have to impart before he was poisoned?
What were those guilded statues, standing ricketed and upright in the HALL of RED MARBLE?
For three years he roamed about with the memory of HER in his heart. To return to her meant certain death. DID HE RETURN?



A mountanous palace in the midst of the Sahara. A ravishingly beautiful but fickle woman as its queen. Perfect bliss while you are in her favor; certain death when you have ceased to please. You have the choice of trying to forget her, or of braving the dangers of the desert, and returning to her. WHAT WOULD *YOU* DO?

The mystic charm of the Sahara Desert; A wonder-palace, built into a mountain, with marvellous architecture, a ravishing interior and mysterious labyrinth underground; A queen, beautiful dreams, heartless and fickle—this is "Atlantide."

HEADED BY THE BEAUTIFUL ARTISTE
STASIA NAPERVOSKA
AND AN ALL STAR CAST
"ATLANTIDE"
DISTRIBUTED BY PATHE ORIENT

Is a marvellous picturization of *Pierre Benoit's* famous novel *"The Queen of the Atlantis."* The beautiful artiste *Naperkovska* is playing the part of *Antinea—The Mysterious* the Queen of an impregnable fortress in the middle of the great Sahara desert. Two French officers are lured to her wonder-palace, and one of them falls under her spell. In his weakness he kills his friend, who spurned Antinea's love,

The Mystic Charm of the Sahara Desert the Bewildering Fascination of a beautiful woman, Fruitless Direction, superb setting - these are the elements that make "Atlantide" the great success that it is.

It is a strange and unusual story, amid extremely unusual surroundings and with a strange and more unusual end

IT IS A MASTERPIECE!!!
BOOKING AT ROBINSON'S

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

KIUKIANG & PORTS.—The Str. KIANGFOO, Capt. Sorensen, will leave on Sunday, February 4, at midnight. For Freight or Passage, apply to C.M.S.N. Co.

HANKOW & PORTS.—The Str. KIANGHSIN, Capt. Sundlo, will leave on Monday, February 5, at midnight. For Freight or Passage, apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. TUCKWO, 3,770 Tons, Captain Campbell, will sail for the above-mentioned ports from Hunt's Wharf on Tuesday, February 6, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone: Cen. 241. Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. KUTWO, 2,664 Tons, Captain Christie, will sail for the above-mentioned ports from Hunt's Wharf on Thursday, February 8, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. LOONGWO, 3,925 Tons, Captain Holmwood, will sail for the above-mentioned ports from Hunt's Wharf on Friday, February 9, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone: Central 241. Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. PINGWO, 2,671 Tons, Captain Pellew, will sail for the above-mentioned ports from Hunt's Wharf on Saturday, February 10, at about midnight. For Freight apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. Central 241. Extension to Freight Department.

For Southern Ports

KEELUNG & TAKAO via FOOCHOW.—The O.S.K.'s Cargo and Passenger Str. FUKUKEN MARU, 5,000 Tons, Captain H. Egusa, will be despatched from the O.S.K. Yangtszepoo Wharf on February 4, at ——— For Freight or Passage, apply to THE OSAKA SHOSEN KAISHA. No. 2 Canton Road. Phone C. 4234.

HANKOW & PORTS.—The Str. KIANGHSIN, Capt. Sundlo, will leave on Monday, February 5, at midnight. For Freight or Passage, apply to C.M.S.N. Co.

NINGPO.—The Steamer HSIN KIANGTEEN, Captain Randbye, will leave on Tuesday, Feb. 6, at 4:30 p.m. For Freight or Passage, apply to C.M.S.N. Co.

HONGKONG DIRECT.—The O. S. K.'s Cargo and Passenger Steamer AFRICA MARU, 20,000 tons, Captain K. Tashiro, will be despatched from the O.S.K. Yangtszepoo Wharf on February 6, at ——— For Freight or Passage, apply to THE OSAKA SHOSEN KAISHA. No. 2 Canton Road, Phone C. 4234.

HONGKONG.—The Canadian Pacific Steamships, Ltd., s.s. EMPRESS OF AUSTRALIA will leave Woosung on Tuesday, February 6. The tender Victoria will leave the Customs Jetty for Woosung with Passengers at 8 a.m. on Tuesday. For Passage, apply to A. H. TESSIER, Palace Hotel Building, 19A Bund, Phone C. 182. For Freight, apply to N. LEES SMITH corner of Peking and Yuen Ming Yuen Roads, Phone C. 181.

AMOY, HONGKONG & CANTON.—The Str. HSINKONG, Captain Smith, will leave on Tuesday morning, February 6. For Freight or Passage, apply to C.M.S.N. Co.

SWATOW.—The Str. YUSHUN Captain Evensen, will leave on Tuesday morning, February 6. For Freight or Passage, apply to C.M.S.N. Co.

For Northern Ports

CHEFOO.—The Str. TUNGWAH, Capt. Baines, will leave on Tuesday morning, February 6. For Freight or Passage, apply to C.M.S.N. Co.

CHINWANGTAO Direct.—The Kailan Mining Administration, will despatch the s.s. KAIPING, on February 8, at daylight. For Freight or Passage, apply to Agent, 22, (late 1) Jinkee Road, Tel. Central 317.

For Foreign Ports

LONDON, HAMBURG, ROTTERDAM & ANTWERP.—The O.S.K.'s Cargo Str. ARGUN MARU 13,000 tons, Capt. W. Miura, will be despatched from the O. S. K. Buoy on February 10, at ——— For Freight apply to THE OSAKA SHOSEN KAISHA, No. 2 Canton Road, Phone C. 4234.

Shipping Items

YANGTSZE PORTS

The C.M. s.s. Kiangwah left Hankow on Thursday and is due in Shanghai today.

The I-C. s.s. Tuckwo left Hankow on Thursday and is due in Shanghai today.

The C.N. s.s. Shengking left Hankow on Thursday and is due in Shanghai today.

The C.M. s.s. Kiangyung left Hankow on Friday and is due in Shanghai tomorrow.

The C.N. s.s. Whangpu left Hankow on Friday and is due in Shanghai tomorrow.

The C.M. s.s. Kiangshun left Hankow yesterday and is due in Shanghai on Tuesday.

The I-C. s.s. Kutwo will leave Hankow today and is due in Shanghai on Wednesday.

The C.N. s.s. Tatung will leave Hankow today and is due in Shanghai on Wednesday.

The I-C. s.s. Loksang is due in Shanghai from Pukow on Tuesday.

The I-C. s.s. Loongwo will leave Hankow tomorrow and is due in Shanghai on Thursday.

The C.N. s.s. Changsha will leave Hankow tomorrow and is due in Shanghai on Thursday.

The I-C. s.s. Pingwo will leave Hankow on Tuesday and is due in Shanghai on Friday.

The C.N. s.s. Woosung will leave Hankow on Tuesday and is due in Shanghai on Friday.

SOUTHERN PORTS

The C.N. s.s. Suiyang left Hongkong on Thursday and is due in Shanghai by way of Swatow tomorrow.

The C.M. s.s. Haean left Foochow on Friday and is due in Shanghai today.

The C.N. s.s. Shantung left Hongkong yesterday and is due in Shanghai on Wednesday.

The C.N. s.s. Yingchow will leave Hongkong today and is due in Shanghai on Thursday.

The C.M. s.s. Hsinchang left Hongkong on Thursday and is due in Shanghai tomorrow.

The I-C. s.s. Taisang is due in Shanghai from Canton, Hongkong and Swatow on Tuesday.

The C.N. s.s. Szechuen will leave Hongkong on Tuesday and is due in Shanghai on Saturday.

The O.S.K. s.s. Fukuken Maru which docked at the Yangtszepoo Wharf from Dairen yesterday morning, will sail for Foochow, Keelung and Takao tomorrow.

NORTHERN PORTS

The D.K.K. s.s. Chohei Maru is due in Shanghai from Dairen and Tsingtao today and will dock at the Whangpoo Wharf. The steamer will sail for Tsingtao and Dairen at 9 o'clock Tuesday morning.

The I-C. s.s. Yusang is due in Shanghai from Tientsin, Chefoo and Weihaiwei next Wednesday.

The K.M.A. s.s. Hachiro Maru (chartered) left Chinwangtao on Thursday and is due in Shanghai today.

The K.M.A. s.s. Haru Maru (chartered) left Chinwangtao on Thursday and is due in Shanghai today.

The K. M. A. s.s. Hwahting (chartered) left Chinwangtao on Thursday and is due in Shanghai today.

The K. M. A. s.s. Hwahchie (chartered) left Chinwangtao on Thursday and is due in Shanghai today.

The C.N. s.s. Soochow will leave Tsingtao on Tuesday and is due in Shanghai on Thursday.

The K.M.A. s.s. Kaiping left Chinwangtao on Friday and is due in Shanghai tomorrow.

The K.M.A. s.s. Shinfoo (chartered) left Chinwangtao on Friday and is due in Shanghai tomorrow.

JAPAN PORTS

The N.Y.K. s.s. Yawata Maru left Moji for Shanghai on Friday and is to dock at the N.Y.K. Wharf tomorrow.

The N.Y.K. s.s. Takaoka Maru left Nagasaki for Shanghai on Friday and is to dock at the Wayside Wharf today.

The N.Y.K. s.s. Nagato Maru will leave Nagasaki for Shanghai tomorrow and is to dock at the Wayside Wharf on Wednesday.

The N.Y.K. s.s. Nikko Maru will leave Moji for Shanghai tomorrow and is to dock at the N.Y.K. Wharf on Wednesday.

INDIAN LINES

The P. & O. s.s. Banca was expected to leave Singapore for Hongkong and Shanghai on Sunday, January 28.

The B.I. s.s. Torilla, from Calcutta on January 11, was expected to leave Hongkong for Amoy and Shanghai on Thursday.

The P. and O. s.s. Jeypore is expected to leave Bombay for Straits, Hongkong and Shanghai next Thursday.

The B.I. s.s. Garbeta left Calcutta on Thursday, February 1, and is due to arrive in Shanghai about March 2.

The P. & O. s.s. Sicilia is due to arrive at Hongkong from Bombay and Straits on the morning of February 15.

EUROPEAN LINES

The S.E. s.s. Japan, from Gothenburg for Shanghai, left Antwerp on January 6.

The P. & O. s.s. Dongola left London at 2 o'clock Friday afternoon, January 19, and is due to arrive in Shanghai about March 1.

The Glen Line s.s. Glenshane, outbound from London, left Singapore for Hongkong and Shanghai on Thursday, January 25.

The Nor. Lloyd s.s. Pfalz left Antwerp on January 16 and is expected to arrive in Shanghai about the end of February.

The P. & O. s.s. Nankin was due to leave London on Thursday and is expected to arrive in Shanghai about March 15.

The Ben Line s.s. Bengloe, from London on December 12, left Singapore on Friday, January 26, and is expected to arrive in Shanghai about February 9.

The N.Y.K. s.s. Hakone Maru is due in Shanghai from London and ports today and will dock at the Wayside Wharf. The steamer is to sail for Kobe and Yokohama tomorrow morning.

The P. and O. s.s. Kashmir from London on January 5 with mail, is expected to leave Singapore tomorrow and is due to arrive in Shanghai via Hongkong on February 15.

The Shire Line s.s. Pembrokeshire is due to arrive in Shanghai from London on March 3.

The P. & O. s.s. Lahore is expected to leave Hongkong for Shanghai on Thursday.

The M.M. s.s. Azay le Rideau, from Marseilles on January 12 with mail, will arrive at Saigon next Friday, February 9 and is expected in Shanghai on Feb. 20.

The M.M. s.s. Angers which sailed from Marseilles on December 29 with mail, left Hongkong at 8 o'clock yesterday morning and is expected to arrive in Shanghai on Tuesday.

The Nor. Lloyd s.s. Weser left Shanghai for Japan on Friday and is expected to return to the port on February 20.

The Nor. Lloyd s.s. Pfalz left Port Said on January 31 and is expected to arrive in Shanghai on February 28.

The P. & O. s.s. Delta left Shanghai yesterday and is due to arrive in London on March 19.

The P. & O. s.s. Nellore left Shanghai yesterday and is expected to arrive in London on March 19.

The M.M. s.s. Angkor will leave Shanghai for Marseilles and ports on Saturday, February 10, and the tender with outgoing passengers will leave the French Mail jetty at 1:30 o'clock that afternoon. Heavy baggage should be delivered to the Company's office before Friday noon, Feb. 9.

AMERICAN LINES

The Dollar s.s. Diana Dollar is due to leave New York for the Orient on February 10.

The S. & B. s.s. Elkridge is due in Shanghai from San Francisco, Los Angeles and Japan ports on March 5.

The Dollar s.s. Grace Dollar is due to leave Vancouver for the Orient on February 23.

The P.M. s.s. President Lincoln which left San Francisco on January 25, was due to leave Honolulu on Wednesday and is expected to arrive in Shanghai on February 14.

The Adl. O. Line s.s. President Grant is due to leave Seattle next Wednesday and is expected to arrive in Shanghai via Yokohama and Kobe on February 24.

The China Mail s.s. Nanking is due to leave San Francisco next Wednesday and is due in Shanghai via Honolulu and Japan ports on March 4.

The O.S.K. s.s. Africa Maru, from Seattle and Tacoma, left Kobe at 10 o'clock Wednesday and is due in Shanghai via Nagasaki tomorrow. The vessel will dock at the Yangtszepoo Wharf and is to sail for Hongkong on Wednesdy morning.

The O.S.K. s.s. Hague Maru, from New York, left Kobe at 3:30 o'clock Wednesday afternoon and is due in Shanghai via Moji tomorrow morning. The vessel will sail for Hongkong and Singapore next Tuesday.

The C.P.S. s.s. Empress of Australia is due off Woosung from Vancouver and Japan ports at 3 a.m. Tuesday and sails for Hongkong at 10 a.m. The tender with outgoing passengers will leave the Customs jetty at 8 o'clock Tuesday morning, and incoming passengers from the steamer are expected to land about 9:30.

The Adl. O. Line s.s. President Jefferson which sailed from Seattle on January 26, is due to arrive at Yokohama next Wednesday and is expected in Shanghai on February 12.

The Adl. O. Line s.s. President McKinley is due in Shanghai from Hongkong tomorrow afternoon and will dock at the China Merchants' Central Wharf about 2 o'clock. The vessel will sail for Seattle at 1.30 o'clock Tuesday afternoon and is due to arrive there via Kobe and Yokohama on February 22.

The P.M. s.s. President Pierce is due off Woosung from Hongkong early this morning and will sail for San Francisco tonight. The tender with outgoing passengers for Woosung will leave the Customs jetty at 5 o'clock this afternoon, and incoming passengers from the steamer are expected to land about 9:30 a.m. The liner is due to arrive in San Francisco via Kobe, Yokohama & Honolulu on February 22.

Steamers Arrived

Feb. 2.—Peikong from Dairen
Feb. 3—Yungshin from Ningpo
Feb. 3—H. K'teen from Ningpo
Feb. 3—Lima M. from Japan
Feb. 3—Hsinkong from Chefoo
Feb. 3—Kanchow from H'kong
Feb. 3—Pingyang from Dairen
Feb. 3—Fukuken M. from Dairen
Feb. 3—Lushan M. from H'kong
Feb. 3—Shuntien from Tientsin
Feb. 3—Rhesus from Liverpool
Feb. 3—Shawhsing from Dairen
Feb. 3—Kianghsin from Hankow
Feb. 3—Ngankin from Hankow
Feb. 3—Tachi M. from Hankow
Feb. 3—Ludendorff from H'burh
Feb. 3—Tonglee from Foochow
Feb. 3—Waishing from T'tsin

NOTICE TO MARINERS

Captains—Navigators—Pilots—

Are your charts up-to-date?

We are the authorized agents for the U. S. Hydrographic Office publications.

Charts and Pilot Books with tlaest changes.

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52 Nanking Road Shanghai

CHINA MAIL S.S. Co. LTD

PASSENGERS AND FREIGHT

SAILINGS FROM SHANGHAI

(Subject to change)

FOR SAN FRANCISCO via JAPAN and HONOLULU

S.S. "CHINA" ..... Feb. 9
S.S. "NANKING" ..... Mar. 17

FOR HONGKONG DIRECT

S.S. "NANKING" ..... Mar. 5
S.S. "CHINA" ..... Apr. 3

The above steamers connect at Hongkong with the Steamer "GORJISTAN" (Passengers and Freight), in service between Amoy, Swatow, Hongkong, Singapore, Batavia, Sourabaya and Samarang.

Bills of Lading issued to all ports of call, United States and Canadian Overland Points, Mexico, Central and South America, Panama, Cuba and Atlantic Coast Ports of the United States.

For information regarding Passenger Fares, Freight Rates and further particulars as to sailings, apply to

CHINA MAIL STEAMSHIP Co., Ltd.
Ground Floor—Kungping Building,
21 Jinkee Road.
Telegraphic Address "CHIMAIL"
Telephones: General Office Central 4773
Agent Central 6313

ADMIRAL LINE

FREIGHT & PASSENGER
TRANS-PACIFIC SERVICE
"THE SHORT ROUTE"
16 Days Shanghai to Seattle
TO SEATTLE, VICTORIA, YOKOHAMA AND KOBE

	Departure Shanghai	Arrival Seattle
"PRESIDENT McKINLEY"	Feb. 6	Feb. 22
"PRESIDENT JACKSON"	Feb. 18	Mar. 6
"PRESIDENT JEFFERSON"	Mar. 2	Mar. 18
"PRESIDENT GRANT"	Mar. 14	Mar. 30
"PRESIDENT MADISON"	Mar. 26	April 11
"PRESIDENT McKINLEY"	April 7	April 23
"PRESIDENT JACKSON"	April 19	May 5

Through Bills of Lading to all United States and Canadian overland points; also via Panama Canal Lines to Atlantic Ports

Are You Going to
EUROPE?
Special Low Rates
First Class Trans-Pacific to Seattle
Choice of Trans-Continental Railways
Special arrangements for baggage, rail tickets and sleeping car accomodations
Choose your own Trans-Atlantic accomodations
SEE
Seattle—Chicago—New York

We shall be glad to give you Information concerning places of interest in United States, rates and schedules.

TO HONGKONG AND MANILA

	Leave Shanghai
"PRESIDENT JEFFERSON"	Feb. 14
"PRESIDENT GRANT"	Feb. 26
"PRESIDENT MADISON"	Mar. 10

FIRST-CLASS FARES
Shanghai to Hongkong ..... M. $ 80.00
Shanghai to Manila ..... M. $120.00

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Managing Agents U. S. Shipping Board.
CORNER NANKING AND KIANGSE ROADS.
Tel. C. 5971-2-3. Tel. Address 'Admiral Line"

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THE M. S. "WM. PENN"
Loads for New York and Boston about February 3rd.
Via Japan Ports and Panama Canal.
For Rates and Particulars apply to
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Admiral Oriental Line, Agents.
Corner Nanking and Kiangse Roads. Tel. C. 5971-2—5075.

CANADIAN PACIFIC

Fares to Europe Reduced
£120. £112. £80

	Leave Shanghai	Arrive Vancouver		Leave Shanghai	Arrive Vancouver
E/Canada	Feb. 12	Feb. 26	E/Australia	July 2	July 18
E/Russia	Feb. 24	Mar. 12	E/Asia	July 14	July 30
E/Asia	Mar. 24	Apr. 9	E/Canada	July 30	Aug. 13
E/Canada	Apr. 9	Apr. 23	E/Russia	Aug. 11	Aug. 27
E/Russia	Apr. 21	May 7	E/Australia	Aug. 27	Sept. 12
E/Australia	May 7	May 23	E/Asia	Sept. 8	Sept. 24
E/Asia	May 19	June 4	E/Canada	Sept. 24	Oct. 8
E/Canada	June 4	June 18	E/Russia	Oct. 6	Oct. 22
E/Russia	June 16	July 2	E/Australia	Oct. 22	Nov. 7

Fine steamers on the Atlantic, connecting with Pacific Steamers.

TO HONGKONG via MANILA
Empress of Asia Mar. 10
Empress of Russia April 6

TO HONGKONG DIRECT
Empress of Australia Feb. 6
Empress of Canada Mar. 24

Sailings Every 28 Days Thereafter

Large Display Advertisements
intended for the Sunday issue of The China Press
should be sent in before 5 p.m. on Friday

PACIFIC MAIL S.S. Co.
"SUNSHINE BELT"
TRANS-PACIFIC SERVICE
PASSENGER AND FREIGHT,
FOR SAN FRANCISCO via KOBE, YOKOHAMA and HONOLULU

S.S. PRESIDENT PIERCE	Feb. 3
S.S. PRESIDENT WILSON	Feb. 17
S.S. PRESIDENT LINCOLN	Mar. 9
S.S. PRESIDENT TAFT	Mar. 17
S.S. PRESIDENT CLEVELAND	Apr. 3

FOR MANILA, via HONGKONG

S.S. PRESIDENT WILSON	Feb. 2
S.S. PRESIDENT LINCOLN	Feb. 15
S.S. PRESIDENT TAFT	Mar. 1
S.S. PRESIDENT CLEVELAND	Mar. 18
S.S. PRESIDENT PIERCE	Apr. 1

Through tickets and Bills of Lading issued to all points in United States, Mexico, Central America, South America and Cuba.

PACIFIC MAIL STEAMSHIP COMPANY
Managing Agents
U.S. SHIPPING BOARD
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Palace Hotel Building. Telephones: C, 5056 and 5057.
Cable Address: SOLANO.

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SHANGHAI £120 1st Class Pacific Rail Atlantic
EUROPE £112 1st Class Pacific Rail Monoclass Atlantic
Via HONOLULU and CALIFORNIA
WITH CHOICE OF RAIL ROUTE SAN FRANCISCO TO NEW YORK AND OF
STEAMSHIP LINE NEW YORK TO EUROPE
SOUTHERN PACIFIC RAILWAY: Central California, Lake Tahoe, Salt Lake.
SOUTHERN PACIFIC RAILWAY: Southern California, Texas, New Orleans.
SANTA FE RAILWAY: Southern California, Grand Canon.
WESTERN PACIFIC RAILWAY: Central California, Salt Lake and Rocky Mountains.
Railway representatives meet all steamers to arrange tickets, routing, sleeping accommodations and all necessary details.
Atlantic reservations made here for all European Ports and all steamship lines.
Apply to
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Managing Agents
U. S. SHIPPING BOARD
1B Nanking Road Telephones: Cent. 5056 and 5057
Cable Address: "SOLANO"

STRUTHERS & BARRY
OPERATING U. S GOVERNMENT SHIPS
CARGO ONLY
From San Francisco And Los Angeles and Japan Ports:

U.S.S.B. "DEWEY"	Feb. 1
U.S.S.B. "ELKRIDGE"	Mar. 5

For Hongkong, Philippine Islands and Singapore:

U.S.S.B. "DEWEY"	Feb. 4
U.S.S.B. "ELKRIDGE"	Mar. 8

L. EVERETT, GENERAL AGENT, Japan, China, Philippine Islands, Indo China, Straits Settlements.
SHANGHAI OFFICE: H. E. CASE AGENT, No. 16 Jinkee Road, TEL: C. 5017.
TELEGRAMS-"DIXSTRUTH"

TOYO KISEN KAISHA
Shanghai to Europe £120, £112, £80
Through Connection along the Pathway of the Sun
SAILINGS FOR SAN FRANCISCO

Taiyo Maru, via Nagasaki	February 15
Tenyo Maru via Nagasaki	March 12
Korea Maru, via Nagasaki	March 28

SAILINGS FOR HONGKONG

Tenyo Maru direct	February 17
Korea Maru, direct	March 4

Frequent sailings thereafter.

Representatives of American Railroads meet our steamers in San Francisco Bay and exchange Rail orders, make sleeping car reservations, transfer baggage, etc.

Numerous trans-continental trains leave daily for New York and all Eastern points.

Phones Central 3229 and 3 230
S. Kinno, Acting Manager
71 Szechuen Road.

GENERAL SHIPPING NEWS

N. Y. K. LINE

PROPOSED SAILINGS FROM SHANGHAI

FOR EUROPE

*Matsuye Maru	Feb. 9	*Lima Maru	Big. of Mar.
Atsuta Maru	Feb. 10	*Lyon Maru	Mid. of Mar.
*Tsushima Maru	End of Feb.	Kashima Maru	Feb. 24

*For Cargo

FOR VICTORIA, SEATTLE and VANCOUVER

Kaga Maru ..... Feb. 11

FOR NEW YORK VIA PANAMA

*Tsuyama Maru	Feb. 9	*Toba Maru	Mar. 5

FOR JAPAN

Kumano Maru	Feb. 3	Nikko Maru	Feb. 10
Awaji Maru	Feb. 5	Yamashiro Maru	Feb. 11
Hakone Maru	Feb. 5	Nagasaki Maru	Feb. 16
Yawata Maru	Feb. 7	Kosai Maru	Feb. 14

FOR MANILA AND HONGKONG

Iyo Maru ..... Feb. 12

FOR AUSTRALIA, from Hongkong

Aki Maru ..... Feb. 14

FOR SOUTH AMERICA. Via Durban and Cape Town From Kobe

Kanagawa Maru Mid. of Mar.

For freight, passage and further information apply to NIPPON YUSEN KAISHA 8, North Yangtsze Road, Shanghai. Phones: Passenger Dept., North 1151, 2729; Freight Dept., (Ocean) North 1155, 167, (Local) North 1154, 1157. Tel. Add.: "Yusen, Shanghai."

M. MESSAGERIES MARITIMES, SERVICES CONTRACTUELS. M.

Mail Steamers	Next sailing from Marseilles	Probable arrival at Shanghai	Probable sailing from Shanghai
ANGKOR			10th February
ANGERS	29th December	6th February	15th February
AZAY LE RIDEAU	12th Jan.	20th February	17th March
PORTHOS	26th January	6th March	31st March
ARMAND BEHIC	9th February	20th March	14th April
PAUL LECAT	23rd February	29th March	28th April

Rates of passage money to Marseilles (including table wine and free Doctor's attendance)

A. Class Steamers: 1st Class £120, 2nd Class £ 86
B. Class Steamers: 1st Class £110, 2nd Class £ 80

Through Tickets to LONDON and leading towns of Europe
Accommodation reserved in the trains at Marseilles.

LIGNES COMMERCIALES (Cargo-Boats)

COMMANDANT DORISE will leave Shanghai for Pondichery, Colombo, Port-Said, Valencia, Hamburg, Antwerp and Dunkirk on the 6th February.

Steamers and dates subject to alteration without notice.
Tel. 3260 Shipping Department. Tel. 987 Passenger Department
Offices: 9 French Bund.
CONSIGNATION TRANSIT REPRESENTATION

North and South China Line

For Portland via Taku Bar and Dairen

From Portland, Ore. U. S. A.

U.S.S.B. S.S. "WAWALONA" ..... February 19th
U.S.S.B. S.S. "MONTAGUE" ..... February 26th

For Portland via Hongkong and Manila

U.S.S.B. S.S. "MONTAGUE" ..... February 26th

For Portland, via Japan Ports

U.S.S.B. S.S. "WAWALONA" ..... February 23rd

Through Bills of Lading issued to New York, Baltimore, Philadelphia, Charleston, and Boston in connection with fast Intercoastal Liners.

For information as to Freight Rates, etc., apply to

COLUMBIA PACIFIC SHIPPING CO.

"Operating United States Government Ships."

The China Import & Export Lumber Co., Ltd., Agents.

Tel. C. 1464, 1465, 1466,
No. 6 Kiukiang Road, Shanghai. (4th Floor).

O. S. K.

PROPOSED SAILINGS FROM SHANGHAI

FOR EUROPE. For London, Hamburg, Rotterdam and Antwerp via Hongkong, Singapore, Colombo and Port Said.

S.S. "ARGUN MARU" ..... Feb. 10

FOR NEW YORK. Via Japan Ports, San Francisco and Panama

S.S. "HAGUE MARU" ..... March 4

FOR TACOMA & SEATTLE. Via Dairen, Japan Ports, Victoria, & Vancouver.

S.S. "AFRICA MARU" (Direct to Kobe) .....Feb. 20
(Passenger can be accommodated).

FOR HONGKONG DIRECT

S.S. "AFRICA MARU" ..... Feb. 7

FOR NORTH CHINA PORTS.

S.S. "DAISHIN MARU" (Direct to Tientsin) ..Feb. 6
S.S. "SEIKYO MARU" (Direct to Dairen) ....Feb. 10

FOR FORMOSA. For Keelung and Takao via Foochow.

S.S. "FUKUKEN MARU" ..... Feb. 4

FOR JAPAN DIRECT TO KOBE

S.S. "BORNEO MARU" (Direct to Kobe) ....Feb. 5

OSAKA SHOSEN KAISHA

Shipping Office. 3 Canton Road. ..... Phone Central 4334
Wharf Office. 26 Yangtsepoo Road. ....Phone East 208 and 213.

"Sooner or later" is a smooth-sounding phrase, but the man who uses Want Ads knows that it pays to DO IT NOW

Passengers Departing

Per P.M. s.s. President Pierce for San Francisco: Mr. and Mrs. F. H. and Master F. H. Harjes, Mr. and Mrs. Fan Jut-loong, Dr. and Mrs. H. C. Menkel, Mr. and Mrs. A. Lundeen and three children, Lady I. Aglen, Misses M. and E. Aglen, A. M. Ritchie, J. A. Clark, Mr. and Mrs. R. F. and Miss J. Fitch, Mrs. M. C. Cook and two children, Mr. and Mrs. C. R. Cox, Messrs. Fan Chi-sun, F. W. Zuber, A. Lillienau, K.E.G. Lillienau, C. G. Stillwell, H. Cousin.

Passengers Departed

Per C.N. s.s. Liangchow for Weihaiwei: Master Ted Williams.
Per C.N. s.s. Luchow for Amoy: Mr. E. Kocher, Dr. Bucher.
Per P. and O. s.s. Delta for Hongkong: Miss M. P. Brandon, Mrs. E. Cock.
Per P. and O. s.s. Nellore for London: Engr. Comdr. and Mrs. J. L. Sands and two children, Master D. Wheeler, Mrs. E. Elliott, Messrs. J. Small, T. M. Love, A. R. Bell; for Marseilles: Miss R. Nathorst; Mr. E. K. Pugh; for Singapore: Messrs. A. A. Dopke, Shaw Kang-tong; J. Rothman, Miss C. Carr.

P. & O.

British India (Apcar) and E. & A. S.S. Lines

Future Sailings for	Steamship	Sailing about
Marseilles, London, Antwerp—via Hongkong, Straits, Ceylon and Egypt. *Also calls at Bombay.	KHIVA	Feb. 17
	*MOREA	Mch. 3
	KASHMIR	Mch. 17
	DONGOLA	Mch. 31
Bombay—via Hongkong, Straits and Colombo.	SICILIA	Feb. 8
	MOREA	March 3
Calcutta—via Kobe.	TORILLA	Feb. 8
Calcutta—from Hongkong via Singapore and Penang.	TAKADA	Feb. 6
	TORILLA	Feb. 25
Sydney and Melbourne—from Hongkong.	EASTERN ARAFURA	March 3
	ST. ALBANS	April 7
		May 5

*P. & O. and B.I.S.N. Co.'s tickets interchangeable.
Steamers and Dates liable to be altered or cancelled without notice
For particulars regarding Freight or Passage, apply to Mackinnon, Mackenzie & Co., Agents, Union Building, 1 Canton Rd.

Telephones: General: Central 169; Passage: Central 2510; Freight: Central 2069

DOLLAR LINE

REGULAR TRANS-PACIFIC and NEW YORK FREIGHT SERVICE

FOR VANCOUVER, SEATTLE, SAN FRANCISCO, & NEW YORK VIA PANAMA

S.S. "STUART DOLLAR" Last half February

FOR SAN PEDRO, SAN FRANCISCO and VANCOUVER

S.S. GRACE DOLLAR" end April early May

FOR NEW YORK via HONGKONG, MANILA, SINGAPORE, and SUEZ CANAL

S.S. "ESTHER DOLLAR" February/March
S.S. "DIANA DOLLAR" Middle April

CALLING AT GENOA AND MARSEILLES

FOR HONGKONG AND SINGAPORE

S.S. "GRACE DOLLAR" end March

Cargo accepted for local ports of call. Through Railway Bills of Lading issued to the Principal Cities of the United States and Canada.

THE ROBERT DOLLAR CO.

ROBERT DOLLAR BUILDING.
3 Canton Road, Telephone Central Nos. 6372, 6373 and 6374

CANADA'S NEW RAILWAY

The Transcontinental Line of the Canadian National Railways—largest in the World—offers travellers conveniences and service which is unequalled.

Special rates for Missionaries

Special rates to Europe

Call or write for complete information and descriptive booklets.

CANADIAN NATIONAL RAILWAYS
TRAFFIC DEPARTMENT, SHANGHAI
Glen Line Building
Tel. Central 6973

The China Press Mail Schedule

TO THE UNITED STATES AND EUROPE

DATE	CLOSING	STEAMER	DUE AT	DATE
Today	3 p.m.	P. Pierce	S. Francisco	Feb. 22
Feb. 6	11 a.m.	P. McKinley	Seattle	Feb. 22
Feb. 12	———	E. of Canada	Vancouver	Feb. 26

TO STRAITS, INDIA & EUROPE VIA SUEZ

DATE	CLOSING	STEAMER	DUE AT	DATE
Feb. 10	11 a.m.	Angkor	Marseilles	Mar. 18
Feb. 10	noon	Atsuta Maru	London	

TO NORTHERN PORTS

TO	DATE	CLOSING	STEAMER
Dalny	Today	11.30 a.m.	Hunan
Vladivostok & Siberia	Feb. 5	5 p.m.	via Train
Tsingtao and Dalny	Feb. 5	6.30 p.m.	Chohei M.
Chefoo and Tientsin	Feb. 6	9 p.m.	Chekiang
W'wei, C'foo, T'tsin	Feb. 6	9 p.m.	Waishing
Dalny	Feb. 6	12.30 p.m.	Wuhu
W'wei, C'foo, T'tsin	Feb. 10	9 p.m.	Yusang

TO SOUTHERN PORTS

TO	DATE	CLOSING	STEAMER
Amoy, Hkong, C'ton	Today	10.30 a.m.	Luchow
S'tow, H'kong, C'ton	Feb. 5	9 p.m.	Shuntien
Hongkong & Canton	Feb. 5	9 p.m.	Kanchow
Hongkong & Canton	Feb. 5	9 p.m.	E. of Australia
Swatow	Feb. 5	9 p.m.	Yushun
Amoy, Hkong, C'ton	Feb. 5	9 p.m.	Hsinkong
S'tow, H'kong, C'ton	Feb. 6	9 p.m.	Wingsang
Amoy, Hkong, C'ton	Feb. 7	9 p.m.	Nanchang
S'tow, H'kong, C'ton	Feb. 8	9 p.m.	Loksang
S'tow, H'kong, C'ton	Feb. 9	9 p.m.	Soochow

MISCELLANOUS PORTS

TO	DATE	CLOSING	STEAMER
River ports	Today	9 p.m.	via Train
Japan ports	Today	4.30 p.m.	Hakone Maru
Australia & N. Zealand	Feb. 5	5 p.m.	E. of Australia
River ports	Feb. 5	9 p.m.	via Train
Japan ports	Feb. 5	10.30 a.m.	Awaji Maru
Japan ports	Feb. 6	7 p.m.	Yawata M.
Australia & N. Zealand	Feb. 6	10 a.m.	Africa M.
Australia & N. Zealand	Feb. 7	5 p.m.	Nanchang
Manila	Feb. 12	9.30 a.m.	Iyo Maru

Men-Of-War In Port

Section	Date	Name	Flag and Rating
B N B	Feb. 1	Bee	Br. Gun-boat
O. D. W.	Dec. 31	Cockchafer	Br. Gun-boat
1 C	——	Calabria	Ital. Cruiser
Mc.W.	——	Cricket	Br. Gun-boat
O. D.	Oct. 26	E. Carlotto	Ital. Gun-boat
McW.	Nov. 30	Mantis	Br. Gun-boat

Information For Mariners

SUNDAY, FEB. 4, 1923

(The day tides are higher than the night tides, they are about equal at 2 o'clock).
Approximate rise, at spring 4¼ h; at neaps, 5 h.
fall, at spring 8¼ h; at neaps, 7½ h.

Time	Range	Time	Range
1h. 50m.	9ft. 1in.	2h. 10m.	10ft. 3in.

High Water at Tungsha Lightship
(The day tides are higher than the night tides).
Approximate rise, 5½ h; approximate fall, 7 h.

	A.M. H.	A.M. M.	P.M. H.	P.M. M.
[illegible]	0	48	1	10

Time of Moonrise, Moon set, Sunrise, Sunset

Moon Rises	Moon Sets	Sun Rises	Sun Sets	Daylight	Dark
8.35 p.m.	8.26 a.m.	6h. 52m.	5h. 37m.	6h. 7m.	6h. 22m.

Mean Barometric Pressure at Shanghai.
February 30.29 in.
769.5 mm.

Meteorological Reports

February 4, 1923.	SICCAWEI 16.00	21.00	4.00	9.00
Sun rises today at 6.53	Feb. 1.		Feb. 2.	
Sun sets today at 17.35	30.43	30.44	30.39	30.38
Barometer (inches) (variation for 24 hrs. at 32° F. (variation for 12 hrs.	−0.09	−0.10	−0.10	−0.14
Wind—direction	−0.06	−0.08	−0.04	−0.06
Wind—miles per hour	NW	NW	WNW	WNW
Temperature (Fahr.)	23.6	11.2	9.9	8.7
Humidity %	39°1	27°0	23°7	3386
Nebulosity (0 to 10)	39	77	87	63
Barometer (mean 4 obs.)	0	0	0	0
February 1.	—	—	—	—

SICCAWEI ABRIDGED REPORT	Mean.1922	Variation	24 hrs. Previous average same period
Total rainfall, since Jan. 1 to midnight before last (inches)	30.47	−0.10	30.43
Temperature (Max. 20°3) (Fahr.) (Min. 42°8)	31°6	−1°6	36°7
Rainfall (inches)	0.26	0.00	2.07

Steamers Departed

Feb. 2—Dryden for New York
Feb. 2—Meian for Hankow
Feb. 3—Luenyi for Hankow
Feb. 3—Kungwo for Hankow
Feb. 3—Nanyang M. for Hankow
Feb. 3—Store Nordiske for cruise
Feb. 3—Nellore for London
Feb. 3—Delta for London
Feb. 3—Kumano M. for Japan
Feb. 3—Tencho M. for Tsingtao
Feb. 3—Unyo M. for Japan
Feb. 3—Juho M. for Wuhu
Feb. 3—Sinkiang for S. H. C'ton
Feb. 3—T'chow for W. C. T'tsin
Feb. 3—K'sang for S. H. C'ton
Feb. 3—Liangchow for W'wei
Feb. 3—Chusan for Mifke
Feb. 3—Soochow for Tsingtao
Feb. 3—Newchwang for Pukow.
Feb. 3—Aizawa M. 24 for T'tao
Feb. 3—Yungshin for Ningpo
Feb. 3—H. K'teen for Ningpo

Launch Services

TODAY

The tender conveying passengers and baggage on board the Pacific Mail s.s. **President Pierce**, for Kobe, Yokohama, Honolulu and San Francisco will leave the Customs Jetty at 5 p.m.

Tuesday, February 6, 1923

The tender conveying passengers and baggage on board the C.P.S. s.s. **Empress of Australia**, for Hongkong will leave the Customs Jetty at 8 a.m.

Saturday, February 10, 1923

The tender conveying passengers and hand baggage on board the M.M. s.s. **Angkor**, for Marseilles will leave the French Mail Jety at 3:30 p.m.

Thursday, February 15, 1923

The tender conveying passengers and hand baggage on board the M.M. s.s. **Angers**, for Marseilles will leave the French Mail Jetty at noon.

Future Sailings

FOR AMERICA AND CANADA

Feb.	4	5.00	San Francisco	†P. Pierce	Am. P.M.S.S. Co.
Feb.	4	—	New York via Suez	Ningchow	Br. B. & S.
Feb.	6	—	New York via Suez	Moorish Prince	Br. Furness
Feb.	6	1.00	Seattle	†P. McKinley	Am. Adl. O. Line
Feb.	9	—	San Francisco	†China	Am. China Mail
Feb.	9	—	New York	Tsuyama Maru	Jap. N.Y.K.
Feb.	10	—	New York via Suez	C. of Bagdad	Br. J. M. & Co.
Feb.	11	—	Seattle	Kaga Maru	Jap. N.Y.K.
Feb.	12	—	Vancouver	†E. of Canada	Br. C.P.S.
Feb.	15	—	San Francisco	†Taiyo Maru	Jap. T.K.K.
Feb.	17	—	San Francisco	†P. Wilson	Am. P.M.S.S. Co.
Feb.	18	—	Seattle	†P. Jackson	Am. Adl. O. Line
Feb.	20	—	New York via Suez	Hyson	Br. B. & S.
Feb.	20	—	Tacoma, Seattle	Africa Maru	Jap. O. S. K.
Feb.	23	—	Portland, Ore.	Wawalona	Am. Lumber Co.
Feb.	24	—	Vancouver	†E. of Russia	Br. C. P. S.
Feb.	28	—	New York via Suez	C. of Norwich	Br. J. M. & Co.
Feb.	29	—	Portland	Montague	Am. Lumber Co.
Mar.	2	—	Seattle	†P. Jefferson	Am. Adl. O. Line
Mar.	5	—	New York via P'ma	Toba Maru	Jap. N. Y. K.
Mar.	9	—	San Francisco	†P. Lincoln	Am. P.M.S.S. Co.
Mar.	12	—	San Francisco	Tenyo Maru	Jap. T. K. K.
Mar.	14	—	Seattle	†P. Grant	Am. Adl. O. Line
Mar.	17	—	San Francisco	†P. Taft	Am. P.M.S.S. Co.
Mar.	20	—	New York via Suez	Agamemnon	Br. B & S.
Mar.	24	—	Vancouver	†E. of Asia	Br. C.P.S.
Mar.	26	—	Vancouver	Can. Prospector	Br. B & S
Mar.	28	—	San Francisco	Korea Maru	Jap. T. K. K.
Apr.	3	—	San Francisco	†P. Cleveland	Am. P.M.S.S. Co.

FOR JAPAN PORTS

Feb.	4	—	Kobe	Borneo Maru	Jap. O.S.K.
Feb.	3	—	M. Kobe, Osaka	Kumano Maru	Jap. N. Y. K.
Feb.	5	—	Kobe	Awaji Maru	Jap. N. Y. K.
Feb.	5	—	Kobe	Hakone Maru	Jap. N. Y. K.
Feb.	7	—	Moji, Kobe, Osaka	Yawata Maru	Jap. N.Y.K.
Feb.	10	—	Moji, Kobe, Osaka	Nikko M.	Jap. N. Y. K.
Feb.	11	—	N'saka, M., Y., Y'ma	Yamashiro M.	Jap. N. Y. K.
Feb.	14	—	Moji, Kobe, Osaka	Kosai Maru	Jap. N.Y.K.
Feb.	16	—	Nagasaki	Nagasaki Maru	Jap. N. K. K.

FOR EUROPE INDIA, STRAITS, ETC

Feb.	4	—	Singapore, etc.	Dewey	Am. S. & B.
Feb.	7	—	Antwerp, ect.	Teiresias	Br. B. & S.
Feb.	7	—	London, etc.	Rhesus	Br. B. & S.
Feb.	8	—	Calcutta	Torilla	Br. M.M. & Co.
Feb.	9	—	Hamburg, etc.	Matsuye Maru	Jap. N. Y. K.
Feb.	10	—	Hamburg, etc.	C. of York	Br. J. M. & Co.
Feb.	10	3.30	Marseilles	†Angkor	Fr. M. M. Cie.
Feb.	10	—	London	Atsuta Maru	Jap. N. Y. K.
Feb.	10	—	Singapore	Bessie Dollar	Br. Dollar Co.
Feb.	11	—	Hamburg, etc.	Glensanda	Br. G.L.E.A.
Feb.	14	—	Hamburg, etc.	Troilus	Br. B. & S.
Feb.	15	—	Liverpool, etc.	Peleus	Br. B. & S.
Feb.	15	noon	Marseilles	†Angers	Fr. M.M. Cie.
Feb.	16	—	Hamburg	Weser	Ger. Mel. & Co.
Feb.	17	—	London	†Khiva	Br. M. M. & Co.
Feb.	20	—	Rotterdam, etc.	Schiedyke	Dut. H.C.T. Co.
Feb.	21	—	Hamburg, etc.	Laomedon	Br. B & S
Feb.	22	—	Hamburg	Weser	Ger. Mel. & Co.
Feb.	24	—	Bombay	†Sicilia	Br. M. M. & Co.
Feb.	24	—	London	Kashima Maru	Jap. N. Y. K.
Feb.	28	—	Liverpool,	Titan	Br. B. & S.
Feb.	28	—	Hamburg, etc.	Helenus	Br. B. & S.
Mar.	3	—	London, etc.	†Morea	Br. M. M. & Co.
Mar.	5	—	Hamburg	Glenshane	Br. G.L.E.A.
Mar.	7	—	Antwerp, etc.	Antolycus	Br. B. & S.
Mar.	8	—	Liverpool	Telthybius	Br. B & S
Mar.	8	—	Singapore	Elkridge	Am. S. & B.
Mar.	14	—	Hamburg, etc.	Rhexenor	Br. B. & S.
Mar.	17	—	Marseilles	†A. le Rideau	Fr. M. M. Cie
Mar.	17	—	London	†Kashmir	Br. M. M. & Co.
Mar.	22	—	Rotterdam	Saparoea	Dut. H. C. T. Co.
Mar.	27	—	Liverpool.	Antilochus	Br. B. & S.
Mar.	28	—	Rotterdam	Pyrrhus	Br. B. & S.
Mar.	31	—	Marseilles	†Porthos	Fr. M. M. Cie
Mar.	31	—	London	†Longola	Br. M.M. & Co.
Apr.	4	—	Hamburg	Deucalion	Br. B. & S.
Apr.	14	—	Marseilles	†Armand Behic	Fr. M. M. Cie
Apr.	22	—	Rotterdam	Banka	Dut. H. C. T. Co.
Apr.	28	—	Marseilles	†Paul Lecat	Fr. M. M. Cie

FOR SOUTHERN PORTS

Feb.	4	—	Keelung, etc.	Fukuken M.	Jap. O.S.K.
Feb	4	noon	A. H'kong, C'ton	Luchow	Br. B. & S.
Feb.	4	—	Hongkong	Dewey	Am. S. & B.
Feb.	5	5.00	Ningpo	Hsin Ningshao	Chi. N.S.S.N. Co.
Feb.	5	4.45	Ningpo	Hsin Peking	Br. B. & S.
Feb.	6	5.30	Ningpo	Yungshin	Chi. N.S.S.N. Co.
Feb.	6	5.30	Ningpo	Hsin Kiangteen	Chi. C.M.S.N. Co.
Feb.	6	8.00*	Hongkong	E. of Australi	Br. C.P.S.
Feb.	6	D.L.	Swatow, Hongkong	Shuntien	Br. B & S
Feb.	6	—	Hongkong	Africa Maru	Jap. O.S.K.
Feb.	6	D.L.	Hongkong, Canton	Kanchow	Br. B. & S.
Feb.	6	—	A. H'kong, C'ton	Hsinkong	Chi. C.M.S.N. Co.
Feb.	6	—	Swatow	Yushun	Chi. C.M.S.N. Co.
Feb.	7	D.L.	S. H'kong, C'ton	Wingsang	Br. J. M. & Co.
Feb.	8	D.L.	A. H'kong, C'ton	Nanchang	Br. B. & S.
Feb.	10	D.L.	S. H'kong, C'ton	Soochow	Br. B. & S.
Feb.	10	—	Hongkong	Bessie Dollar	Br. Dollar Co.
Feb.	12	—	Manila, Hongkong	Iyo Maru	Jan. N. Y. K.
Feb.	14	—	Hongkong, Manila	P. Jefferson	Am. Adl. O. Line
Feb.	15	—	Hongkong, Manila	P. Lincoln	Am. P.M.S.S. Co.
Feb.	17	—	Hongkong	Tenyo Maru	Jap. T. K. K.
Feb.	26	—	Hongkong, Manila	P. Grant	Am. Adl. O. Line
Feb.	29	—	Hongkong, Manila	Montague	Am. Lumber Co.
Mar.	1	—	Hongkong, Manila	P. Taft	Am. P.M.S.S. Co.
Mar.	4	—	Hongkong	Korea Maru	Jap. T.K.K.
Mar.	8	—	Hongkong, Manila	Elkridge	Am. S. & B.
Mar.	10	—	Hongkong, Manila	P. Madison	Am. Adl. O. Line
Mar.	10	—	Manila, Hongkong	E. of Asia	Br. C.P.S.

FOR NORTHERN PORTS

Feb.	4	1.00	Dairen	Hunan	Br. B. & S.
Feb.	6	2.00	Dairen	Wuhu	Br. B. & S.
Feb.	6	9.00*	Tsingtao, Dairen	Chohei Maru	Jap. D.K.K.
Feb.	6	—	Tientsin	Daishin Maru	Jap. O. S. K.
Feb.	6	—	Chefoo	Tungwah	Chi. C.M.S.N. Co.
Feb.	7	D.L.	W. C'foo, T'tsin	Waishing	Br. J. M. & Co.
Feb.	7	D.L.	Chefoo, Tientsin	Chekiang	Br. B. & S.
Feb.	8	D.L.	Chinwangtao	Kaiping	Br. K. M. A.
Feb.	9	6.00*	Tsingtao, Dairen	Saikio M.	Jap. D.K.K.
Feb.	10	—	Dairen	Seikyo Maru	Jap. O. S. K.
Feb.	12	8.00*	Tsingtao, Dairen	Sakaki Maru	Jap. D. K. K.

FOR RIVER PORTS

Feb.	4	M.N.	Kiukiang, etc.	Kiangfoo	Chi. C.M.S.N. Co.
Feb.	5	M.N.	Hankow, etc.	Kianghsin	Chi. C.M.S.N. Co.
Feb.	5	M.N.	Hankow, etc.	Ngankin	Br. B. & S.
Feb.	6	M.N.	Hankow, etc.	Tuckwo	Br. J. M. & Co.
Feb.	6	M.N.	Hankow, etc.	Kiangwah	Chi. C.M.S.N. Co.
Feb.	6	M.N.	Hankow, etc.	Shengking	Br. B. & S.
Feb.	6	M.N.	Hankow, etc.	Changon	Chi. S.P.S.N. Co.
Feb.	7	M.N.	Hankow, etc.	Kiangyung	Chi. C.M.S.N. Co.
Feb.	7	M.N.	Hankow, etc.	Whangpu	Br. B. & S.
Feb.	8	M.N.	Hankow, etc.	Kiangshun	Chi. C.M.S.N. Co.
Feb.	8	M.N.	Hankow, etc.	Kutwo	Br. J. M. & Co.
Feb.	8	M.N.	Hankow, etc.	Tatung	Br. B. & S.
Feb.	9	M.N.	Hankow, etc.	Loongwo	Br. J. M. & Co.
Feb.	9	M.N.	Hankow, etc.	Changsha	Br. B. & S.
Feb.	10	M.N.	Hankow, etc.	Pingwo	Br. J. M. & Co.
Feb.	10	M.N.	Hankow, etc.	Woosung	Br. B. & S.
Feb.	11	M.N.	Hankow, etc.	Kiangteen	Chi. C.M.S.N. Co.
Feb.	12	M.N.	Hankow, etc.	Kiangan	Chi. C.M.S.N. Co.
Feb.	12	M.N.	Hankow, etc.	Luenho	Br. J. M. & Co.
Feb.	12	M.N.	Hankow, etc.	Poyang	Br. B. & S.

M. N.—MIDNIGHT D. L.—DAYLIGHT * A.M.
†CARRYING MAIL.

AUCTION SALES

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LIMITED

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45 Kiangse Road Shanghai
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AUCTIONS

IN MIDDLE SALESROOM
On Tuesday February 6th. 1923,
Commencing at 10 a.m.
CLOTHING, BOOTS AND SHOES AND SUNDRIES.
Comprising:—
LADIES AND GENT'S NEW AND SECOND HAND DRESSES, HARDMAN WARDROBE TRUNK WITH KEYS, Victor Gramophone, golf clubs in bag, leather Cladstone bags, Camphor Wood Trunk, Brass fenders, new electric grill 220 volts, electric iron, Royal Typewriter in case, Tennis Rackets, Child's riding saddle, Russian Samovar, Khahi suit length, Brass Coffee Pot, Cloisonne vases, neck laces, Brass incense burner with stand, silver flower vase with stand, Brass Motor Clock,
etc., etc., etc.
also
A LARGE ASSORTMENT OF GENT'S BOOTS AND SHOES SAMPLES OF WOOLLEN UNDERCLOTHING SAMPLES OF STOCKINGS & WOOLLEN HALF HOSE.

RADIUM
A 5 MILLEGRAM TUBE OF RADIUM
Belonging To The Estate Of The Late
DR. N. MACLEOD
And Which Has been Successfully Used By
DR. FEARN, RADIOLOGIST TO THE GENERAL HOSPITAL
Will be sold in Public Auction
BY L. MOORE & CO., LTD.
Within their Salesroom
On Wednesday Next 7th inst.
At noon Sharp.

IN FRONT SALESROOM.
ON WEDNESDAY 7th, FEBRUARY AT 10 a.m.
EXCELLENT HOUSEHOLD AND OFFICE FURNITURE AND SUSDRIES.
COMPRISING:
SUITE MAHOGANY STAINED BEDROOM FURNITURE (9 pieces), OAK MIRROR BACK SIDEBOARD AND CELLARETTE, Dining tables, and chairs, Teak roll top desk Teak flat top desk, Teak filing cabinet, Revolving desk chair, couch and arm chairs, Long Oak settee Porcelain wash basin, Electric heater, New leather trunks and suite cases, baby high chair, Smith Premier typewriter, large and small show cases, Oil painting E. P. Ware, Glass ware Gent's bicycle, Old Mandarin Embroidery, Chinese Curios.
also
Oliver Typewriter, National typewriter.
French bead hand bags.
French Fancy Combs.
Axminster Carpets.

CARGO AUCTION
On Wednesday February 7th, at 2:30 p.m.
Bone Buttons, Green Herculene, Bicycle Tyres, Brass Shoes Rivets Black Box Calf, Black Glazed Kid, Coloured Chalk Crayons, Brown Wrapping Paper, Kerosene Lamps Octogan Laundry Soap, Shoes, Pulley, Draperies, Handled Ice Cream Set, Low Footed Sherbet Glasses, Condiment Set, Aluminium Flasks, Sugar, Sweater, Native Cloth, Rattan Baskets, Blankets, Elastic Bands, Damaged Watches, Toys, Knives, Rubber Nipples, etc.,
NOW ON VIEW.

L. MOORE & CO., LTD.
No. 45 Kiangse Road.

Noel, Murray & Co.,
LIMITED
Favoured with instructions from
Mrs. R. S. F. McBain
Will sell by Public Auction
at
NO. 7 YUEN MING YUEN ROAD.
(above Messrs. Inness Riddle)
On Monday, Tuesday and Wednesday, the 5th, 6th, 7th, March 1923.
Commencing at 3 p.m.
CURIOS
Previously contained in
CECILE COURT.
Full details will be advertised later.

Auction of Sundry Cargo

Noel, Murray & Co.,
LIMITED
Will sell at Salesroom
On Monday, the 5th Feb., 1923,
Commencing at 2.30 p.m.
A LARGE QUANTITY OF
New Towels, Face Rouge, Toilet Soap, Vanishing Cream, Tooth Powder, Leaf Tobacco, Blotting Paper, Roneo Purple Carbon Paper, Light Chrome Yellow and Green Paint Powder, Drab Fleece, etc.
also
8 Cases Ladies', Gent's and Children's Boots and Shoes
12 Bales Paper
1 Case Striped Shirtings
27 Cases "Holly" Milk and Rice
3 Cases Cross Cut Saws and Span Web Saws
On View Morning of Sale.

C 2240
UNIVERSAL HIRE SERVICE
Serves U Right—Day & Nigh
$1 First 20 Min. $3 per Hr.

Railroads In U. S. Facing Inquiry On Equipment Stocks

(China Press Service)

Washington, Feb. 1.—An investigation to determine whether adequate stocks of locomotives and cars are in possession of American railroads and whether railroad customs and practices controlling use and interchange of equipment are sufficient was ordered today by the Interstate Commerce Commission, which said it was acting without complaint and on its own initiative.

As a preliminary step in the inquiry the commission has ordered a questionnaire sent to all railroads requiring them to report the number of freight cars owned and leased, the number of additional cars estimated to be needed in their service, and the age of their present car equipment. Similar facts are sought as to the locomotives in service.

In addition, reports are required from the roads as to the extent of car shortages which they encountered in operation last fall, and as to the amount of traffic which they move. Private car lines also were asked to furnish similar facts.

The investigation is understood to be an outgrowth of the general car shortage which existed during November and was a source of much complaint to the commission, particularly from the West.

The Shanghai Chemical Laboratory
No. 20 Nanking Road
3rd Floor

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is the only shop that employs
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FLORISTS AND GARDENERS
Telephone 4777

FINDS NEW ELEMENT

(Reuter's Service)

London, Feb. 2.—Dr. Alexander Scott, the Director of Scientific Research at the British Museum, has isolated a new element called hafnium which was recently discovered by two young chemists of Copenhagen.

REBELS GAIN

(French Wireless through Reuter)

Paris, Feb. 2.—It is reported from a Serbian source that the insurgent movement in Albania, directed by the Kossovo Committee, has enlisted 5,000 adherents for its fight against the Government.

CREDIT
Our System Will Prevent
CREDIT LOSSES,
WEEKLY REPORTS
ON BAD ACCOUNTS
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Investigations of all kinds except divorce cases.
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(5th floor) Laidlaw Bldg.
95 Szechuen Road.
Phone C. 6740 & 7140.
Cable Address. "KEARBISH."

China Plans To Send An Exhibit To Philadelphia

The Shanghai General Chamber of Commerce held its third regular meeting yesterday afternoon. Among the important items on the agenda brought for discussion are the following:

(1) The method of submitting tenders for the new Custom House building, on which point the Customs authorities had communicated with the Chamber for advice. It was agreed that the counters where the tenders are received should be established in such a way that the estimate of a tenderer shall not be made known to any of his competitors.

(2) The question of the Chinese commercial exhibition at Philadelphia. According to the report of Mr. C. C. Nieh, the former Chairman of the Chamber, Chinese opium utensils and other commodities detrimental to the national prestige are on exhibition at the museum of Philadelphia, having been sent there some 50 years ago. It was proposed that the Chamber should undertake to send commodities more representative of modern Chinese industries for exhibition.

Mr. H. Y. Moh was also called upon to report on the progress of his negotiation with the Provincial government with regard to the abolition of the goods surtax.

Free! Free!

We hereby give to each customer a highly desired and beautifully engraved wall picture free for every three dollars worth of goods purchased from us.

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P425 Nanking Rd. Tel. C. 7485.
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47639

Removal Notice

MAY SUN & CO. beg to announce that on and after January 23rd, their Head Office will remove from M585 Foochow Road to 500-501 Honan Road and their Printing Department will remove to M 13 Foochow Road.
55800

The February 3rd issue of the
Russian Economic Review
(1) Irbit Fair to Function Again
(2) Government Displays More Interest in the Amour Line
(3) Linseed Monopolized
(4) Wholesale Prices at Kalgan, Harbin and Hailar.
You will also find other interesting data on Russia, Siberia and the Russian Far East.
RUSSIAN ECONOMIC REVIEW
1C Kiukiang Road,
SHANGHAI.
53518

Dr. FURSTENBERG, M.D.
8B Kiukiang Road.
Specialist in urinary, skin and internal diseases.
Hours: 11 to 1 and 4.30 to 6.30 or by appointment. Tel. C. 838.
T.F. 106

Frederick's Hotel

First class accomodation with excellent service and superior cuisine.

Large Dining-Hall just completed and several private dining-rooms. Houseboat, shooting parties, weddings and special dinners, etc., etc., catered for at shortest notice.

Dinner concert every evening. Situated N. Szechuen Road Extension, off Jukong Road.

DR. DALBEY, (D.D.S.)
AMERICAN
DENTAL SURGEON
(NORTHWESTERN UNIV., TENNESSEE UNIV.)
Phone C. 5071.
Opposite AMERICAN CLUB.
34 NANKING ROAD.

"Atlantide"

"Atlantide," which is coming to the Apollo Theater tomorrow, is the masterpiece of French film productions. An adaptation of the story "The Queen of Atlantis" by Pierre Benoit, it contains a plot of hightly fantastic nature. Staged for the most part in the Sahara Desert, the experience of penetrating into its mysteries step by step with the characters does not fail to lift one out of normal life into the magic realms of imagination. The story is told in a most convincing manner and one is gradually absorbed in a most enthralling adventure.

Napierkowska, playing the part of the Queen, is mysteriously lovely and acts her part to perfection. The whole piece has that perfect French polish which removes every trace of vulgarity or tawdriness from a theme that could easily have degenerated into both. "Atlantide" is undoubtedly a French national masterpiece.

The film is distributed by Pathe Orient.

In The United States Court For China

MOTION CALENDAR
Monday, February 5, 1923, 3:00 p.m.

Cause No. 1945.—Chemische Fabrik Griesheim Elektron v. International Banking Corporation. Motion to file petition of intervention; motion to set. Fessenden and Holcomb; Shoop and Chalaire; G. H. Wright.

Cause No. 2046.—Valentin Roth v. China International Corporation. Motion to make petition more definite. J. Em. Lemiere; Haskell and Moss.

Cause No. 2006.—U. S. v. Greenstone. Hearing. U. S. District Attorney; M. L. Heen.

EWO COTTON MILLS, LTD.
SHANGHAI

NOTICE

The Second Ordinary Meeting of shareholders in the above Company will be held at the offices of the General Managers, No. 27, The Bund, on Thursday, 15th February, 1923, at 11 o'clock in the forenoon to receive the Report and Accounts of the Company to 31st December, 1922.

The transfer Books of the Company will be closed from 6th February to 15th February, 1923, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Managers.
Shanghai, 29th January, 1923.
55833

Band Tenders

The Hankow Race Club and Recreation Ground invite tenders for an Orchestra consisting of 5 to 6 Musicians for Dance and Night Classical Music under the following conditions:

1. Agreement for 1 year commencing 1st May, 1923.
2. Pay $18,000.00 per annum.
3. To play 18 hours per week, the usual times of playing are from 5.30 to 7.30 p.m. daily, and one night per week from 9.30 to 12 midnight.
4. Three weeks holiday during month of August on full pay.
5. Outside engagements permitted, by arrangements with the Club.

Applications should be addressed to the Secretary, Hankow Race Club and Recreation Ground, Hankow.
55725 F 4

Aston Motor Repairing Co.

Expert Automobile and Motorcycles repairing. Foreign mechanics employed only.

We repair your car at your own place or you can bring your car to our work shop.

We can build or rebuild your body at most cheapest price.

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11B Nanking Road
Tel. C. 6980
Office hours 11-1 and 4-6
Residence, Kalee Hotel
Tel. C. 666

NAVY READY TO HELP SUN REGAIN HOLD IN CANTON

Commander Wen Will Throw Weight With Kuomintang

(China Press Service)

Hongkong, Feb. 2.—The naval officers held a special conference at Whampoa today when it was resolved again to wire to Doctor Sun Yat-sen, urging him to proceed to the South.

Significant developments in the situation at Canton are expected in the course of a few days.

(China Press Service)

Canton, Feb. 2.—Much apprehension was felt by the local community with regard to the situation at Canton yesterday when the defense flotilla, which was anchored at a point half way between Canton and Hsinhui, again sailed up the Pearl River with unmuzzled guns and large numbers of marines on board.

The alignment of the battleships indicates that war is imminent.

Rumors are heard that Wen Shui-teh, Commander-in-chief of the Southern Squadron, who finds his position menaced by the aggressive policy of the Kwangsi militarists, will throw in his weight with the Kuomintang leaders. It is said that the naval commander will order bombardment on the "alien" troops gathered at the Kwanyinshan and Peiyuanshan hills, when fighting begins on the eastern front.

The 1st and 4th Cantonese divisions under General Li Foh-lin and a large number of citizens' militia under General Chou Lu are being concentrated at Changchow. According to a report from Swatow, the Cantonese forces will commence offensive operations on Monday when Gen. Hsu Chung-chi's army is expected to arrive at Swatow from Chuanchow, in Fukien.

General Liu Chin-hwan, Commander of the Kwangsi troops, who is loyal to Doctor Sun Yat-sen, has dispatched the main body of his forces to Hsintang, upon receipt of a report that General Shen Hung-ying is sending a detachment of Kwangsi troops to Sheklung, which is occupied by General Liu's army.

(China Press Service)

Hongkong, Feb. 2.—The Chinese General Chamber of Commerce here has requested Sir Edward Stubbs, Governor of Hongkong, to instruct the British Consul in Canton to interview General Shen Hung-ying, Commander-in-chief of the Kwangsi troops, for the release of General Wei Pang-ping, Commander-in-chief of the Cantonese army, who was recently arrested by the Kwangsi and Yunnan generals.

(China Press Service)

Hongkong, Feb. 2.—Mr. Hu Han-min, Civil Governor of Kwangtung, who left for Hongkong owing to the coup d'etat of the Kwangsi and Yunnan generals, is still the recognised head of the provincial administration, says a report from Canton. Orders issued by the Civil Governor's Yamen are being signed by the Chief of the Civil Administration "for Hu Han-min."

It is reported that General Li Lieh-chun, General Hsu Chung-chi, General Hung Chao-lin and other Cantonese military leaders have telegraphed to Mr. Hu, advising him to accept the invitation of the Kwangsi and Yunnan generals to resume the Civil Governorship.

(China Press Service)

Canton, Feb. 2.—The Provincial Assembly reopened its session today. Mr. Lin Chin-hsuan presided. The following resolutions were adopted:

1. To address a communication to General Shen Hung-ying and General Yang Shih-min, Commanders-in-chief of the Kwangsi and Yunnan troops respectively, asking them to effect the immediate release of General Wei Pang-ping, Commander-in-chief of the Cantonese troops, being detained at the Arsenal.
2. To dispatch troops to regulate traffic on the Pearl, West and East Rivers.
3. To prohibit military occupation of private residences in Canton.

Gambling, revived by the "alien" troops, has spread to Fatshan and other interior districts within their reach.

It is reported that an arrangement has been made between General Shen Hung-ying and General Yang Shih-min, whereby seventy percent of the gambling taxes will go to the Kwangsi troops and thirty percent to the Yunnan troops. The arrangement was rendered necessary by the frequent clashes between the Kwangsi and Yunnan soldiers in their struggle for spoils.

A New Shipment of Coloured Cross-Stitch Sets Has Just Arrived
PRICE GREATLY REDUCED
$6.50 for 1 Tea Set
(One 40 inches cloth and 6 napkins to match)
ONE PRICE LACE CO.
88 Broadway, Shanghai

St. GEORGE'S
217 Bubbling Well Road Tel. W. 802-2279
TO-NIGHT
RUSSIAN DINNER
AND
DANCING
Good Floor Good Service
N. E. NEUWIRT,
Manager

AS we will be moving into our own studio building about June 1, we wish to sell, before that date, our entire stock now on display in our show rooms and stored in godown. This assortment of goods will be offered at cost. The line includes Chinese blackwood furniture, lacquers, porcelain, pictures, embroideries, etc. as well as lamps and other goods which we manufacture.

THE JADE TREE
171, NANKING ROAD
AT LLOYD ROAD CORNER

MAGAZINE

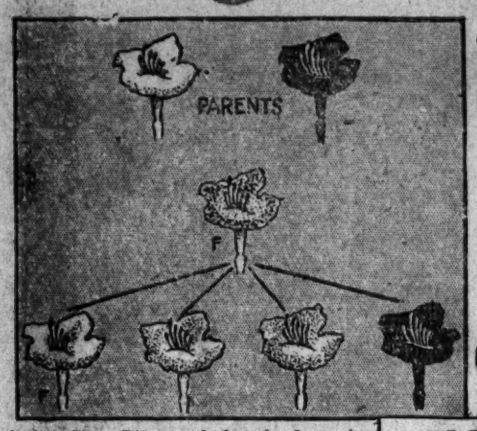
The China Press
大陸報

AUTOMOBILES

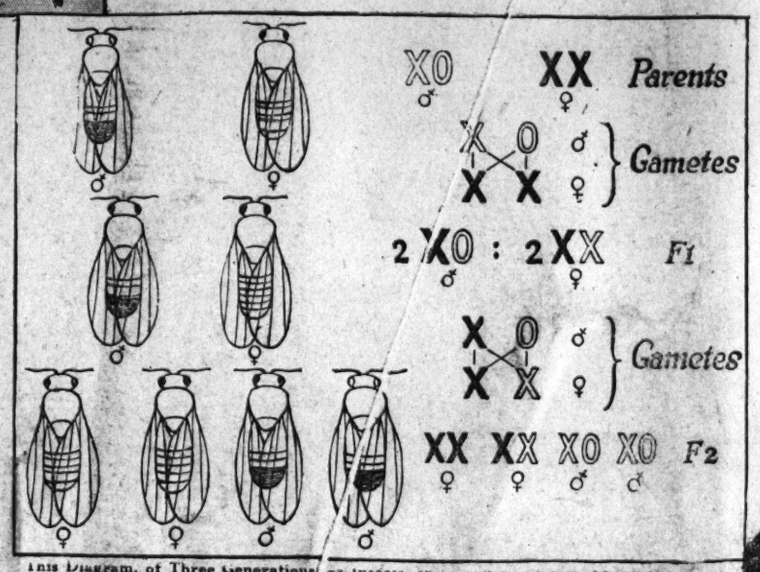
SHANGHAI, SUNDAY, FEBRUARY 4, 1923

Marry for BEAUTY, Says Science

Want a Genius in the Family? Then Choose a Handsome Mate, According to These Amazing New Deductions Which Value a Pretty Face Far Above Brains



It Has Been Discovered that the Law of Heredity in Flowers Operates Almost Precisely as it Does in Human Beings. The White and Black Flowers of the Same Kind at the Top are Crossed to Make the Mixed Black-and-White in the Center. From Its Seeds Come Flowers (Bottom Line) Some of Which are Mixed, but Some of Which are Pure White or Black as in the Original Grand-Parents.



This Diagram, of Three Generations of Insects, From Top to Bottom, Shows ... Mendelian Theory of Heredity Works. The Two Insects at the Top are Parents of the Two Middle Flies, and These in Turn are Parents of the Four at the Bottom. The Black and White Xs and Os at the Right Show How the Qualities of the Parents Cross and Mix in the Offspring. Suppose the White Outlined Letters Represent Good Qualities, and the Black Bad Ones; the Bottom Line Shows that in the Third Generation Children May Emerge Possessing All the Good Qualities of the Best Grandparent.

ARE you looking for a wife—or husband?

Let beauty be your guide!

Choose your mate for physical perfection first—

Pick a Venus or an Apollo for the mother or father of your children—

—and eventually humanity will develop a super-race, which will have not only beauty, but health, morality, intelligence—everything!

This amazing pronouncement has been made, in the name of science, by Knight Dunlap, professor of psychology in Johns Hopkins University, Harvard doctor of philosophy, international authority on his subject, and fellow of leading scientific bodies in England and America.

He has said it with the knowledge that he would be attacked by moralists, intellectuals and some fellow-scientists. But he has said it in the belief that his stand can be justified on the very highest moral and intellectual grounds.

He believes as firmly as any preacher in the importance of morality and in the supremacy of mind over matter—but he believes they must be attained through physical perfection, first of all.

You will read his own words in a moment, but his complete argument is so long and involved that it would be unfair to quote him without first summing up briefly the meaning of the whole.

His contention is that the civilized standard of beauty is in reality a standard of physical perfection—that is, that the most beautiful woman, or man, is the one who is most nearly perfect physically. And that a physically perfect race, with mental and physical diseases wiped out, will, in the long run, be good and intelligent as well as merely "beautiful."

Dr. Dunlap says:

"The present reasons for the actual matrimonial choices of society are complex, beauty being only a minor consideration. For the student of social psychology the investigation of the other factors is of absorbing interest, but here I may say merely that the predominance of these factors is a calamity. As a physiological psychologist, I must repeat what the poets have sung—the glorification of beauty and its exhalation as the primary ideal which ought to reign in human life. Of all the divinities in the Greek pantheon, the most glorious are not Zeus and Hera, but Apollo and Aphrodite (Venus), the life-giving queen of heaven.

"It will be noticed that I have omitted moral qualities from the composition of the beautiful individual, and have ignored the physical characters which connote moral qualities. In this I have been consistent. Beauty may be proud, cruel, deceitful, immoral, wicked; and yet it may still be beauty. Cleopatra was capable of almost any crime you can think of, and Phais was no modest violet; but history tells us that they were of wonderful beauty. 'Handsome is as handsome does' is true only in a qualified way.

"How can we elevate beauty to the rank we give it, since it satisfies our social demands only in part? We must do so because it is the foundation on which truth and holiness are built. Only the race which is physically and mentally fit can survive and flourish long enough to develop and put in practice moral ideals. The problem, after all, is not one of choice between two ideals, but of having such regard for the primary ideal (physical beauty) that it may help us to the attainment of the ultimate ideal (morality and intelligence).

"The proverb tells us that 'beauty is only skin deep,' which nicely examples the dishonesty of proverbs. Ugliness, it is true, is often skin deep, but beauty never. Beauty, as I hope to be able to show, is something that depends on the whole organism.

"The softness and roundness of contour of the female is beautiful because it is the mark of physical fitness. The fatty layer is an extra reserve supply of food material laid up against the heavy demands which are made by child-bearing, and protects her in that supreme process of whose splendid fruition beauty is but the glorious blossom.

"In the absence of more scientific tests of the racial potency of the individual, beauty must be used as our guide. The problem of racial betterment is the problem of conserving beauty and eliminating ugliness, that beauty may more and more predominate, and the race become more and more fit, instead of declining under the influence of those factors in civilization which inhibit sexual selection and natural selection."

Dr. Dunlap regrets the fact that more beautiful women of the stage, whether great actresses or merely "beauties" in the chorus, do not marry and have children. He points out that the stage, generally recruits women who have beauty in the highest degree, and that though there are many brilliant and notable exceptions, the majority of these beautiful women are lost to posterity. As a class, he says, they would make ideal mothers for the development of a perfect race.

"Thousands of these selected beauties," he says, "enter the theatrical profession every year (and are too busy and successful to marry and have children), and these are the very ones who should be picked out above all others for the perpetuation of the race."

In another place he urges, quoting Plato, the advisability of, "First, insuring that marriages shall be made on the basis of mutual attraction of beauty alone, excluding all interference of national, family, social, religious or economic motives. Second, taking care that these unions shall be fruitful."

Consequently, the man who does, from time to time, defy "family, social and economic considerations," and marry a beauty out of the chorus (provided she is really a beauty and not merely a pretty "cutie"), is perhaps unconsciously, according to Dr. Dunlap, serving the highest purpose of the race.

Dr. Dunlap does not contend that such marriages necessarily produce extraordinary children in the first, or even the second, generation. The real improvement in the human stock, by his theory, will take place gradually and over long periods of time. How such qualities persist, dropping out perhaps in one generation and recurring in later ones, has been worked out by science in the Mendelian theory of heredity, which is illustrated by some of the diagrams on this page.

But that such marriages, in which the mate is chosen primarily for great beauty, do sometimes produce remarkable children in even one generation, is proven by many striking instances.

Edgar Allan Poe, one of the greatest geniuses America has ever cradled, was the child of such a union. His father, shocking the other members of his old and aristocratic family, married an actress to whom he had been attracted by her great physical beauty, and the child of that marriage achieved immortality as a poet.

In the present generation Ellen Terry, divinely beautiful in her prime as well as a great actress, is the mother of Gordon Craig, genius of stagecraft, who is becoming almost as famous as his mother.

Many marriages of rich or titled men with beautiful actresses and "show girls" have been successful and have given splendid children to the world.

One of the most striking was that of Belle Bilton, music hall beauty and toast of London in her time, who became Lady Clancarty by marrying the fifth Earl of Clancarty, and gave him three splendid sons—Lord Kilconnel, the Hon. Roderick Berkeley and the Hon. Greville Sydney Rochford, two of whom became heroes of the late war.

Going further back, the Emperor Napoleon III. was the son of a famous beauty, Hortense Beauharnais.

Richard Sheridan, famed English dramatist and author of "The Rivals" and the "School for Scandal," was the son of a noted stage beauty.

Another very famous double example is that of the great French general, Marshal de Saxe. He was the son of August II of Saxony by a notorious professional beauty named Aurora Koenigsmark. After winning fame on the battlefield, he himself contracted a similar alliance with Adrienne Lecouvreur, most beautiful actress of her day, and their son, in turn, became one of the heroes of the French Revolution.

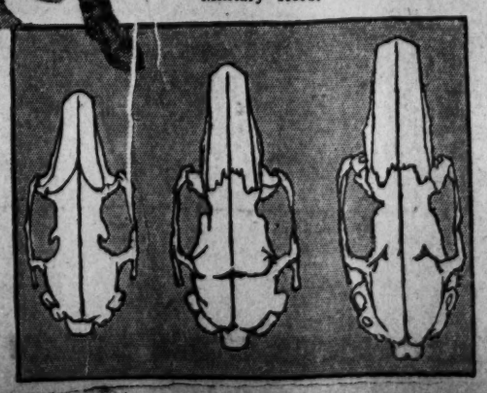
It is not, however, on such striking individual examples that Dr. Dunlap has based his extraordinary theory of "personal beauty and racial betterment."

He says, "Marry for beauty," not necessarily in the hope that your children will be geniuses, but for its eventual effect upon civilization and the improvement of the human race.

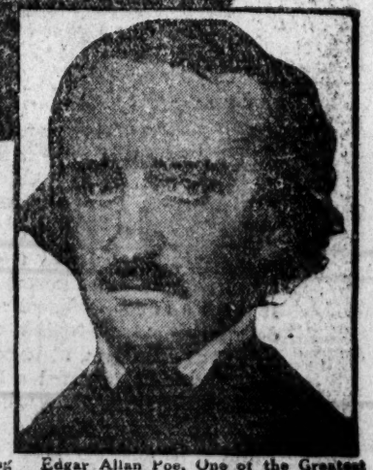
Belle Bilton, Once a Sprightly London Music Hall Beauty, Who Became Lady Clancarty and the Mother of Three Splendid Sons.

James Carew and His Wife, the Famous and Beautiful Actress, Ellen Terry. Her Son Gordon Craig Is Considered a Genius of Stage Craft.

At Left—Marshal de Saxe, the Great French General, Son of a Notorious Court Beauty. The Marshal Contracted an Alliance with Adrienne Lecouvreur (shown above), and Their Son Became a Great Military Hero.



The Skull at the Left Is from an Inferior Rabbit Bred to a Very Superior Rabbit Whose Skull Is Shown at the Right. The Middle Skull Is from the Offspring of Normal Strength and Size. Often, by the Introduction of a New, Strong Parent Into a Worn-Out Family Strain, Similar Human Results are Achieved.

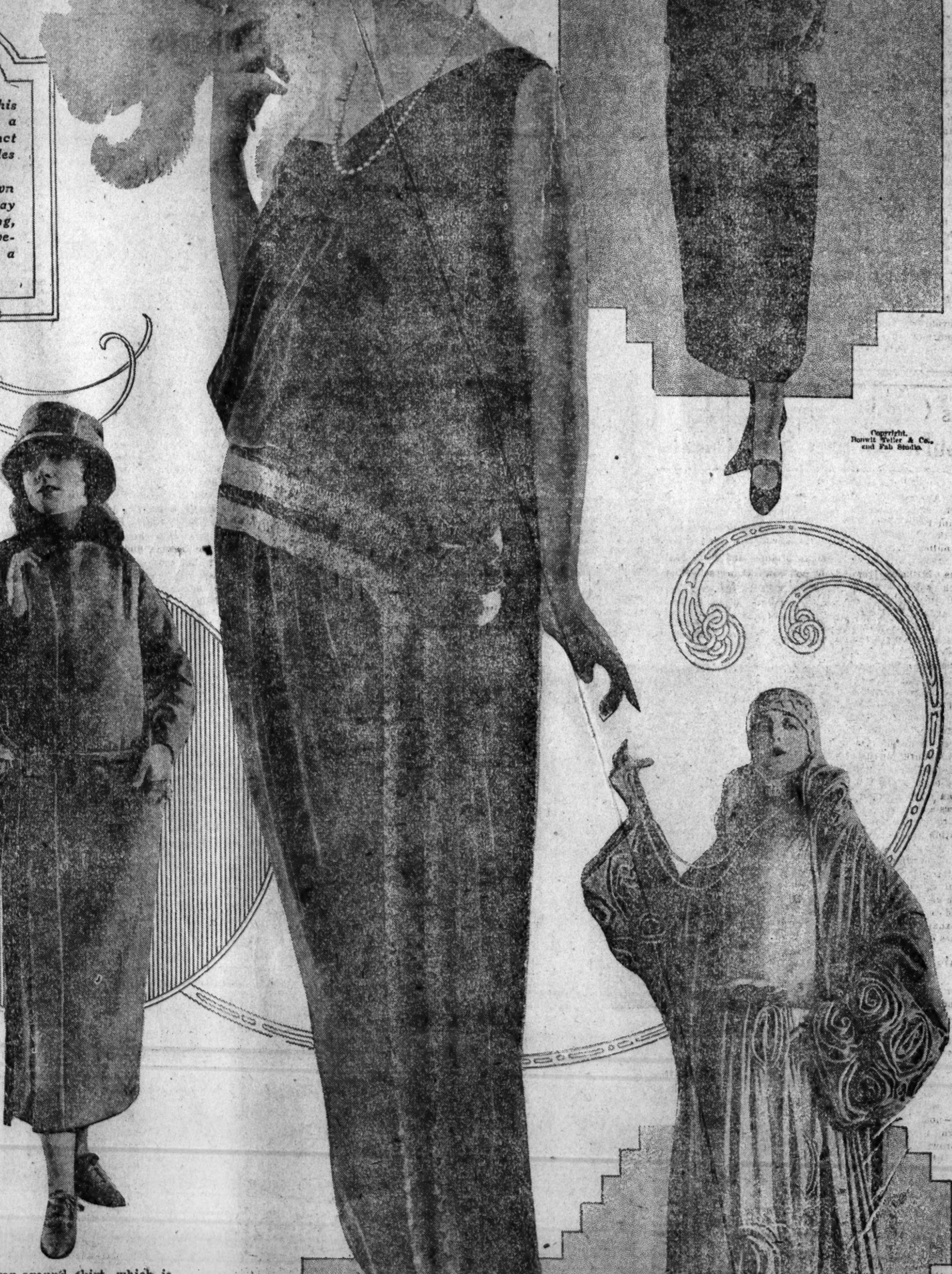


Edgar Allan Poe, One of the Greatest of America's Geniuses, Was the Son of a Stage Beauty Wed in a Wild Elopement.

Miss. 1923 in Her New Gown

FASHION, this year, offers a new and distinct charm in her modes for 1923.

The models shown on this page today are for morning, afternoon and evening wear, each a new creation.



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WINTER modes are enjoying the height of their popularity. Never have the lines been more simple, the fabrics more beautiful, nor the variety so pleasing as the modes offered for the opening season of 1923.

There is shown to-day one of the most conservative evening gowns yet designed. It takes a sweeping line from one shoulder, falling in loose folds about the figure. From the shoulders, at back, there shimmers into a wide panel a length of the panne velvet. The gown takes for its only trimming a girdle of iridescent braid, rewarding its designer's skill with the fascinating effect of simple dignity.

The mid-Winter opera season calls for its aesthetic complement in clothes. The call is answered in the wrap of soft velvet trimmed to match its accompanying gown, with huge, folded roses of the same material. Madame takes her cue from the elegance of this wrap and molds her coiffure to an appropriate sleekness. The hair is dressed tight and is confined snugly beneath a wide band of metal brocaded ribbon, which carries out the Oriental note.

For afternoon wear there are two distinct models offered. One takes the more formal note of the costume worn outdoors, while the other model finds favor with the woman who selects her tea-time frock of the lighter material.

Paisley fashions the jacket studded with tiny steel beads, while velvet lends itself admirably to the wrap-around skirt, which is trimmed with a band of the Paisley cloth. Narrow bands of squirrel trim the collar and cuffs of this charming suit frock.

Silk crepe is responsible for the grace of the one-piece model, with its double pockets and yoke, embroidered in beads. A long, rippled collar floats from the shoulders at back.

The clever sports model takes the straight line for its own and adds only a bit of fur at the collar and two practical pockets to attain its simple beauty.

How To Be Beautiful

Making The Most Of Your Eyes

BY LUCREZIA BORI
(Prima Donna of the Metropolitan Opera Company and Famous for Her Beauty as Well As Her Art)

The clear, sparkling eye bespeaks health, vivacity and charm. The woman, no matter how lovely she may otherwise be, with weak, clouded eyes, has a great handicap.

Some one far less pretty, and with only half her vivacity and spirts, but with attractive eyes can make a much better impression at short notice. For there is an undeniable charm in soft, limpid eyes or in sparkingly, vivacious ones—or in any eyes that are clear and bright and intelligent.

On the other hand, no matter how intelligent eyes may be, they lose much of their appeal unless they are clear and sparkling. If eyes are as strong as their clarity and attractiveness suggests, eyelashes, too, will be in the best condition to add to their charm.

Special care lavished on your eyebrows and eyelashes will reward you amply in its effect upon your eyes. Eyelashes that are long and thick lend interesting shadows to your eyes, and make them appear brighter and larger.

Just as your hair requires cleaning, brushing and perfect care before it appears to the best advantage, so do your eyelashes and brows respond to effort on your part.

Equip yourself with a small eyebrow brush, such as can be purchased at any drug-store. Some of these brushes have two rows of bristles, which make them thicker than really required. If you cannot find a brush with a single row of bristles, you can easily cut one row off so that there will be but a single row left.

Brush your eyebrows and eyelashes every morning to keep them free from dust. This treatment also make them trim and smooth, and promotes their growth. You should brush your brows straight across in the way you want them to lie, bringing them in toward a ridge at the center, so that they will not make tco thick a line.

You should brush your lashes down for growth, and then up again to make them curly. Dip your brush in lanolin at night. It cleans the hairs, encourages their growth and makes them smooth and well groomed.

Lanolin, by the way, is the mainstay of any one who goes in consistently for improving her eyes. Forming, as it does, the base of most skin foods, it is excellent for filling out and impoving the skin. Rubbed at the corners of your eyes, it will help to do away with wrinkles while you sleep.

If you are annoyed by circles under your eys, lanolin rubbed beneath your eyes several times a week is excellent. Many movie actresses benefit by this treatment, for no movie actress can afford to have her beauty marred by circles beneath her eyes.

Give your eyes plenty of rest, and whenever they trouble you try a little extra sleep. There is nothing like sleep to give your eyes the clear sparkle which is rightfully theirs.

A most refreshing eye-bath will be found in the following:

Rosewater ..... 1 gill
Witch hazel ..... 1 gill

It is well to warm this a little before applying it with your eye-cup. Weak tea is also excellent as an eye bath.

If your eyes do not respond as quickly as you would like to the tea-bath, try resting with a bandage of cold tea leaves across your eyelids. Remember, you owe it to your eyes to keep them in as good condition as possible, and they will repay you by increasing in beauty as your care of them increases.

If You'd Like To Make Chicken Chop Suey, Look At This

If you like chop suey, here is a delicious recipe for chicken chop suey which you can make in your own home:

Chicken Chop Suey

One pound raw meat of chicken, 2 tablespoons chicken fat, 1 cup celery, 1 onion, 6 mushroom caps, 6 Chinese water chestnuts, 2 tablespoons chicken fat or butter, 2 pounds bean sprouts, ¼ pound bamboo shoots, 1 teaspoon Soya sauce, 2 cups chicken stock or water, salt and a little pepper.

1. Cut chicken in 1-inch strips and cook in frying pan in chicken fat five minutes.

2. Cut celery in thin slices crosswise, and onion peeled and sliced, chestnuts peeled and sliced; cook vegetables five minutes in 2 tablespoons chicken fat or butter.

3. Add bean sprouts, bamboo shoots, cut in thin diamond-shaped pieces, Soya sauce, mushrooms, chicken stock and the cooked chicken, and simmer gently until the bean sprouts and chicken are thoroughly cooked.

4. Season with salt and pepper.

The World Of Dress

Flounces find a decorative place on evening gowns. The all-round flounce is occasionally seen, but for the most part it is an abbreviated affair arranged in duplicate or many times multiplied on one hip in place of sleeves, or on pockets.

A HANDSOME ARMLET

The bracelet sleeve is part—but not necessarily an integral part—of some evening gowns. This sleeve, which is nothing more than a wisp of tulle arranged over a handsome armlet, is slipped over the elbow.

Pictorial lacquer work appears on distinctive gowns of velvet. Hand-painted petticoats are in vogue. Sometimes the design is repeated all over the petticoat skirt by means of stencilling.

Peacock colorings are very fashionable. They are seen in brocades, in woollen and silken sports garments, and in the latest knitted suit.

For Riviera wear are sports suits of suede and leather. A hip-length coatee is combined with a skirt of thick serge of exactly the same color. A novel feature of these coats is the trimming of finely worked black and colored silks as a border on one side of the coat and continued down the side of the skirt.

MULTI-COLORED WOOLS

A quaint sports hat had a wide knitted panel of differently colored wools arranged to hang over the crown.

The newest wool scarf is shaped like a "Grannie" shoulder wrap—having a cape-like effect over the shoulders and terminating in points at the front. It is trimmed with a deep fringe of wool.

A new toque, which might be called the "piece-bag" toque, is trimmed with a variety of odd tinsel threads, woollen and silk braids, metal gimp, brilliant silk ribbon, patterned velvet, twisted silk cords—all arranged in their varying colors upon the crown and narrow brim of the hat.

Ostrich feathers for hat trimmings are dipped in silver and gold paint.

ELABORATE BERTHES

Berthes are very elaborate on gowns of soft materials. A notable example was composed of finest narrow yellow lace arranged row upon row on net. The berthe, which reached well below the upper arm, trimmed a gown of peach-colored georgette.

Clothes For The Woman Motor-Cyclist

It is essential that the outfit for the woman who drives a motor-cycle be durable and warm.

That a woman motor-cyclist is obliged to wear breeches is an entirely mistaken idea—an ordinary skirt is quite suitable for the low-model type of machine that is usually favored by women, but it must not be less than 70in. wide.

A loose-belted coat of fawn drill or covert coating—according to the weather—should be worn. Leather coats are sometimes heavy and cumbersome: when extra warmth is required for exceptionally cold weather it can be obtained by wearing a very thick woollen jumper.

High sports boots or shoes with thick stockings or gaiters are suitable. For headgear nothing is better than the leather helmet, which lined with fur keeps the rider snug and warm through the keenest east winds.

Gauntlet gloves should be worn, but it is essential that they be of stout leather as any other material wears through almost at once from the vibration of the machine and the constant handling of the levers; an outsde covering of fur on the gloves will keep the most chilly person warm, but those who cannot afford this extra luxury should wear a woollen pair inside.

FOR WET WEATHER

A sou'-wester to slip over one's helmet during a very bad storm is a useful and inexpensive addition to the outfit.

A light-weight oilskin, which can be compactly rolled up when not in use, is most necessary.

When riding to pay a visit the woman motorist who desires to look smart for the occasion could wear one of the new toques of cire leather ornamented in colored brushed wools. These toques are waterproof and match hip-length, belted coatees of cire leather.

Famous Creole Candies Are Popular Winter Sweetmeats

All over our country molasses candy has been, and still is and will be forever, such a standby that you may not realise that we are indebted to the creoles for it. "Canditire," or pulled candy, as it is called by the creoles, originated in New Orleans, in the environments of which sugar was first raised in the United States, and molasses, sweet and health-giving, was first given to the world. Candi tire parties were among the pleasurable incidents of life among the early New Orleans belles and beaux.

And this is the old New Orleans way: Four cupfuls of Louisiana molasses, one tablespoonful of butter, two cupfuls of granulated sugar, two tablespoonfuls of vinegar, one-half teaspoonful of soda and the juice of one lemon. Boil until the "hard-ball" stage and when cool enough to handle pull, cut in short pieces and twist.

It was a treat to the children of an earlier generation to see the old colored women going about with their great salvers on which were laid snowy napkins and rows upon rows of beautiful white canditire. These old women used to sit in the schoolyards and every day their stores were exhausted, whether they sold molasses candy, pralines, la colle or mais or tactac.

LA COLLE, MAIS AND TACTAC

La colle? An unfamiliar word if you are far away from New Orleans and not as commonly known here now as in the old days. But even today, if you come upon one of the old praline women sitting quietly at a busy corner with her big basket of home-made sweets, you will see some youngster exchanging his pennies for a certain pecan or peanut candy—not a praline exactly, although it is made of boiled-down brown sugar (or molasses) and nuts—an oblong bar or cake which half fills a neat little white paper case. Mammy poured her hot candy into these narrow paper boxes, which she had made herself, and let it cool, then la colle was ready for her basket.

And mais was boiled and poured into paper cases also. Its name "mais" tells you that Indian corn appears somewhere in its make-up. And, sure enough, Mammy stirred parched Indian corn into boiling molasses, then into the paper cases.

Tactac is no more or less than popcorn candy, but Mammy made it by boiling together one cupful of granulated sugar, one tablespoonful of butter and three tablespoonfuls of water until the hard-ball stage, then she stirred in three quarts of popped corn. Neat little rolls of this, wrapped in white paper, were sold, as well as cakes and balls.

FAMOUS PRALINES

Old Mammy's la colle and tactac have always won the hearts of the children with their pennies to spend, but the pralines spread her fame throughout the world. For today all the candy factories of New Orleans—and there are many—make pralines and every pastry cook and confectioner sells them.

The manufacturers wisely preserve the old-time appearance of these large, flat candies, irregularly round and bristling with pecans, and the trade names given them, such as "Real Creole Pralines," "Creoleans" and "Old Mammy Pralines," remind the tourists of this candy's historic origin.

If you want to make pecan pralines in your own home measure two cupfuls of brown sugar, a tablespoonful of butter, four tablespoonfuls of water and one-half pound of pecan halves. When the sugar mixture has begun to boil add the pecans. You must stir the candy while it is cooking and when the syrup begins to thicken and turn to sugar you can arrange it by spoonfuls on a marble slab or oiled paper.

COCOANUT PRALINES

Cocoanut pralines are made with white sugar in place of the brown and freshly grated cocoanut, instead of the pecans. Almond pralines are almonds separately incrusted with sugar, like our glace nuts.

Leather Clothing Now Rage Among Berlin Women

Berlin.—The craze for leather wearing apparel waxes more intense in Berlin than ever with the opening of the Fall and Winter season.

Leather for coats, for hats, for trimmings—incidentally for shoes.

Perhaps the utilisation of leather for all these new purposes is in part responsible for the tremendous rise in the price of even an ordinary pair of shoes here. This, of course, is the mere supposition of a lay fashion observer and not based on any scientific economic research. Be that as it may, many a German woman would prefer to make her leather investment for this Winter in one of the natty fur-trimmed jackets now being shown, and economise, if necessary, on her Winter shoe requirements.

One of these jackets, which is particularly fetching, is of black leather, with a large soft gray wolf collar and cuffs and lined in a gray, yellow and blue plaid woolen material.

The most popular color, perhaps because the most practical is russet brown, usually made up in thoroughly man-tailored fashion, with notched collar and patch pockets, though often feminised by a choker collar of raccoon, opesum or civet cat.

There are leather coats in green, in red, in gray, in suede, as well as in glazed leather. A particularly handsome and effective full-length coat which is being shown by one of Berlin's most exclusive shops is of taupe suede, with large gray lynx collar and cuffs and lined with canary yellow cloth. There is a small hat to match, with a dash of yellow quill over one ear.

The leather hats offer a far larger range of colors than the coats. No color seems too vivid nor yet too delicate to tax the leather dyer's skill, and the deft fingers of the milliners seem to be able to convert this rather still and unwieldly material into astonishingly attractive shapes.

There are small draped toques, hats with rolled-back front brims trimmed with small, finely executed flowers and designs of leather, mushroom-shaped, hats adorned with oddly cut or braided fringes and rolls of the same material, and broad-brimmed drooping ones—If leather can really be said ever to droop.

Many of the fur coats, too, have leather trimmings, especially the short walking jackets, which are often bound around the collars, cuffs and pockets with a contrasting color.

Another novel utilisation of leather appears in the new umbrellas being shown now in some of the finer shops. The handles, which are usually straight, are of leather—either suede or glazed—stretched tight over a wooden form and mounted with either silver or gold. One particularly lovely one was of light gray suede, with silver and royal blue enameled mountings, and the umbrella itself covered with a darker shade of gray silk and stitched around the edge with silver thread.

Chafing Dish Parties

BY LORETTO C. LYNCH

"We have a new chafing dish," writes an enthusiastic housewife, "and we want to give some sort of a party—really just because we have it. Can you give us a few practical suggestions as to fairly inexpensive dishes we can make?"

The chafing dish, it must be remembered, is in principle like the double boiler. Into the lower part goes hot water and over this the part in which the food is cooking is placed.

You ought to be able to make a good white or cream sauce if you would succeed with the chafing dish. All measurements must be level and a standard half pint measuring cup is meant in all references to a cup.

For a white sauce to serve about four when combined with chicken, shrimp, etc., rub together two tablespoons each of flour and butter. Add one cup of milk and cook in the top of the double boiler or chafing dish until the sauce is thick and tastes well cooked. It must be stirred constantly else it may lump. At the end, add one-half teaspoon of salt.

You may use one tabelspoon of butter with two tablespoons of flour and use one cup of thin cream or half milk and half cream.

Into this sauce stir one cup of diced chicken—the canned variety if opened and spread on a china dish and aired for several hours, is good. Or you may stew half a cup of canned mushrooms with half a green pepper cut into pieces and one canned pimento, also cut. Add these, after five minutes boiling, in very little water and you have chicken king to serve on triangles of toast.

One cup of prepared shrimp or the same quantity of crabmeat or lobster may be stirred into the plain or "king" white sauce.

A very delectable rarebit may be made by slowly stirring into a cup of white sauce two cups of grated cheese. For flavor stir in half a teaspoon or less of dry mustard, one teaspoon of Worcestershire sauce or a little of any other commercially prepared sauce.

Have everything measured and set aside before the guests arrive. The bread may be sliced and after the crust has been removed, the slice may be cut into triangles. Toast on an electric toaster just before serving. Bread should be toasted on one side and the contents of the chafing dish poured over the untoasted side.

THE BEAUTY EXPERTS.

WHAT THE BEST OF THEM HAVE TO SAY ON VARIOUS SUBJECTS.—HOME RECIPES.

THE MAGNETISM OF BEAUTIFUL HAIR

Beautiful hair adds immensely to the personal magnetism of both men and women. Actresses and smart women are ever on the look-out for any harmless thing that will increase the natural beauty of their hair. The latest method is to use pure stallax as a shampoo on account of the peculiarly glossy, fluffy, and wavy effect which it leaves. As stallax has never been used much for this purpose it comes to the chemist only in ¼-lb. sealed original packages, enough for twenty-five or thirty shampoos. A teaspoonful of the fragrant stallax granules, dissolved in a cup of hot water, is more than sufficient for each shampoo. It is very beneficial and stimulating to the hair, apart from its beautifying effect.

TO HAVE SMOOTH, WHITE SKIN, FREE FROM BLEMISH

Does your skin chap or roughen easily, or become unduly red or blotchy? Let me tell you a quick and easy way to over come the trouble and keep your complexion beautifully white, smooth, and soft. Just get some ordinary mercolised wax at the chemist's and use a little before retiring, as you would use cold cream. The wax, through some peculiar action, flecks off the rough, discoloured, or blemished skin. The worn-out cuticle comes off just like dandruff on a diseased scalp, only in almost invisible particles. Mercolised wax simply hastens Nature's work, which is the rational and proper way to attain a perfect complexion, so much sought after, but very seldom seen. The process is perfectly simple and quite harmless.

PERMANENTLY REMOVING SUPERFLUOUS HAIR

How to permanently, not merely temporarily, remove a downy growth of disfiguring superfluous hair, is what many women wish to know. It is a pity that it is not more generally known that pure powdered pheminol, obtainable from the chemist's may be used for this purpose. It is applied directly to the objectionable hair. The recommended treatment not only instantly removes the hair, leaving no trace, but is designed also to kill the roots completely.

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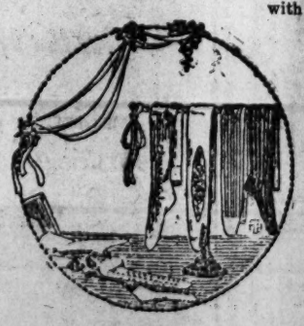

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AUTOMOBILES

SHANGHAI, SUN DAY, FEBRUARY 4, 1923

Jimmy Murphy 1922 Speed King, Records Show

Born to the purple—a true king of speed! That is Jimmy Murphy.

San Francisco's own son, that gallant knight of the "roaring road" who was crowned king of kings on the speedway, and awarded the 1922 championship title as he flashed under the checkered flag at the wheel of his Durant special at Los Angeles before more than 70,000 worshippers at the shrine of Hermes, is well qualified to wear the royal robes of the kingdom of velocity. Jimmy Murphy, like Joseph of a slower age, was born a favorite son—a favorite son of Mercury.

The climb of Jimmy Murphy from the humble mechanician's seat to the throne of all speeddom, the driver's seat on the gold and red Durant special which he drove to victory in the greatest of all automobile classics, was one replete with hardships. No leader in any profesion—law, medicine, music, art, commerce, literature, science or war—ever worked harder in the days of his apprenticeship than did the young man who drove his Durant special for 250 miles at an average of 114.6 miles an hour on the Los Angeles speedway. Jimmy Murphy gave himself to the god of speed, body and soul. He served his fickle deity well; and today he is the champion of champions—the greatest driver the world ever produced. But he has not won fame alone. His earnings for the season just closed totaled more than $100,000, which proves that the god of speed is a generous god.

There is only one thing that dulls the glamor of Jimmy Murphy's wonderful achievements on the speedway. His father never lived to see his son crowned the greatest speed king of all time. Jimmy Murphy has been an orphan since the fire, almost seventeen years ago.

When a baby boy, back in the days of "old" San Francisco, the future world's speedway champion saw his mother taken away behind two black horses in a black carriage. He was too young to know what it meant, and he never remembered his mother. But he knew his father, and he remembers, though very vaguely, the great fire that swept "old" San Francisco into history with other great cities of the past. After the roar of artillery ceased and the embers of the great fire cooled he had no father, and Battalion Chief Murphy of the San Francisco Fire Department took him as his own son until he went to Los Angeles to make his home with another uncle.

When Jimmy Murphy worked in Herb Brown's garage, out on Main street near Washington, in Los Angeles, he didn't know much about automobiles, but he knew a lot about motorcycles, and he was the dare-devil rider of all the youngsters in the south end of the city. It was while he was employed in this Main street garage that Jimmy first met Eddie O'Donnell, and the present champion was initiated into the speed fraternity as the mechanic on Eddie's car at Corona in 1916. It was in this race that the great Bob Burman was killed, and this tragedy of the speed trail should have unnerved the young novice. But Eddie O'Donnell won and Murphy rode to victory with him. That was the start of the long road to the championship won on the shiny new Durant special.

As a member of the Duesenberg team, just an ambitious young mechanic, Jimmy Murphy had all the experiences of the starving artist and poor but honest author. There were times when there wasn't much money in the crowd, and coffee and doughnuts had to take the place of more desirable food for days at a time. There were times when the mechanics and drivers, too, would have to sleep in one or two crowded rooms; and they tell a story of the visit to a certain Eastern city for a race when there wasn't money to pay for a room of any kind, and the whole team, including drivers and the future champion, slept out under the grandstand.

Those were the tough days for the boy who was some day to become the greatest of them all; but he was given to speed and he never made any comment. When the food was scarce and when the blankets were thin or missing entirely, Jimmy Murphy took it as a part of his training in the apprenticeship period of the speedway.

At last, after riding as mechanic with the greatest drivers of the time, Murphy was given a car and entered as a driver. Twice he started and both times he met disaster. In practice before his first race he turned over; and in his next contest he broke a crank shaft in the third lap. He was not much of a driver when he rolled out on the new Los Angeles speedway in February of 1920; but when he came from behind and won, and started winning from then on, he was immediately heralded as the coming champion.

Going to France and winning the International Grand Prix, being the first American to ever win that foreign classic, with an American car, too, Murphy became the idol of the speed fans, and it was all set for him to win the championship this year when he started out at the first of the season. It was a tough battle at first. Tommy Milton took two first places, and then Harry Hartz won a race at San Carlos. Murphy was well up in the running; but he was quite some distance from the top when he went to Indianapolis and won the great 500-mile sweepstakes on the famous brick oval.

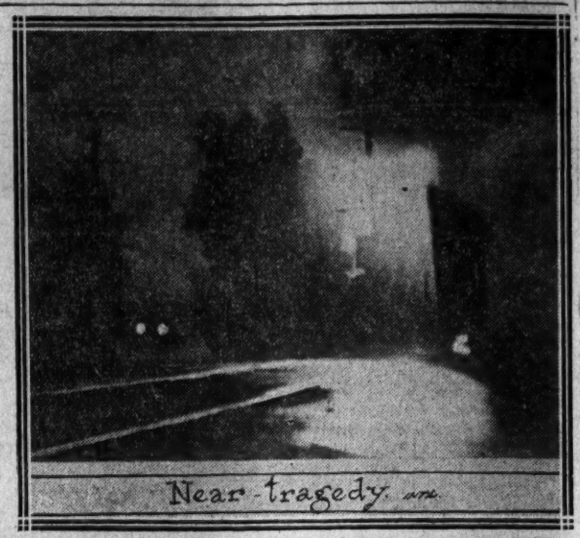
Following the Indianapolis victory he went to Uniontown and won again. He repeated at Tacoma, and won at Fresno. There were two sprint race victories and a failure at Kansas City. He was not up to form at Fresno, and at Cotati, in the last race, he was trimmed on a poor start, but in the great championship battle the 250-mile event, on the Los Angeles bowl, Murphy drove a race that surpassed the fondest dreams of his most sanguine supporters. He went through the 250 miles at 114.6 miles an hour, and never stopped once. He broke all existing records for from 100 to 250 miles, booting the mark so high that his teammate, Earl Cooper, who also broke the former world's record with a lot to spare, was only able to take second place.

Fame and fortune often goes to the head of the successful follower of professional sport. Many champions have ended up with nothing but a few press clippings and a fewer former friends, who help to keep the home fires burning, but Jimmy Murphy will never be in that class. After going through a long period when dimes looked like dollars, Jimmy Murphy did not go "crazy" when he collected his first prize money and ran a bank account up to four figures. He went out to get more and run the bank account up to five figures. Now the Murphy estate is well over six figures, and the popular little Irishman is going strong.

Jimmy Murphy is the most modest young champion ever developed in the history of any sport. He is good. But Jimmy Murphy is the only one who doesn't know it. He is a gentleman, a chap whom everyone likes, and a man big enough to carry the championship title with dignity.

In Murphy, Cooper, Klein and Hearne, Durant has the greatest combination of racing brains ever gathered together on one team. The first and second place victory scored by the Durant team and the finishing of four cars in the money, in the championship battle recently, stamps the Durant speed quintet as the greatest racing team ever mustered, and, with Jimmy Murphy, the champion, leading the other four stars, it is almost a certainty that the name of Durant will spell danger to all competitors during the coming speed season.

Rare Photograph Of Near-Tragedy



Near-tragedy.

THIS unusual photograph was taken at night, at the very instant a near-tragedy occurred. A photographer, who had set up his camera to get a night picture of a locomotive passing, got the scare of his life when a reckless autoist stopped just in the nick of time as the heavy train thundered past the grade crossing.

Motor Trade Is Better In Portugal

After having been practically stationary for a year, the trade in new imported American automobiles suddenly revived in Lisbon about two months ago, and many new cars were sold at good prices, says Consul Hollis. During this period about thirty new cars were sold, but these sales were effected principally because the merchant who sold the cars was able to do so through his social connections.

Franklin Shows Improved Model

One of the features of the coming Coast automobile shows will be the showing of new 1923 models, interest of the public especially being centered in the improvements in motor design and construction.

Special plans are being made by the Franklin Motor Car Company to feature the Series 10 Franklin with the new motor—a car which since its introduction has caused a furor in motoring circles.

Believing that the shows this year will attract larger crowds than ever before in the history of automobile exhibits, the Franklin Motor Car Company of Syracuse New York, has laid special emphasis on the importance of having large exhibits at the forthcoming displays in all parts of the country and emphasising again at that time the merits of air-colling and the special features of the new series Franklin which make for more power, more speed and more economy of operation.

"Since the first showing of the new series Franklin and its first demonstrations, we have been very much pleased with the favorable comment which has been made by those who have ridden in the new car," said Mark Moody, local Franklin distributor.

"One feature that has already aroused no end of comment, and that is sure to meet with popular favor at every automobile show this year, is the new pressure air-cooling system, the highest development of motor cooling."

New York Forces Photos Of Drivers

To comply with the motor vehicle laws of New York city, every operator must carry a card bearing his photograph, complete identification data, and enough blank space for the police to record an account of each, and every infringement of the laws.

Start Auto Service At Tungchang

(China Press Correspondence)

Tungchang, Jan. 26.—The Yu-Tung Auto Company has been organised here and regular service been started between the cities of Yuchenghsien, on the Tientsin-Pukow R.R., and Tungchang. Messrs. Pao and Sung are the proprietors.

The dirt highway constructed by the American Red Cross during the Famine of 1920 has been re-surfaced by the Shantung International Relief Committee, bridges and culverts built, so that the road is in good condition.

The Federal cars carrying 18 passengers each, leave Yucheng and Tungchang daily at 8 a.m. The Dodge car accommodating ten passengers leaves Yucheng at the same hour and makes a return trip, leaving Tungchang at 1:30 p.m. Fare Yucheng to Kaotang $1.80: to Poping $3.20: Tungchang $4.00. Each ticket entitles the holder to carry 20 catties of baggage free.

The company plans to begin regular service betwen Yucheng and Wuting as soon as the sandy sections of that road have been repaired.

Railway Motor Cars Win Favor In France

The Automotive Division of the United States Department of Commerce has secured the plans and specifications of several types of motortruck chassis used on railways in France. This type of railway transportation is gaining ground in that country and the automotive industry is well equipped along those lines. The Renault Company is manufacturing a gasoline-driven locomotive for the standard French railroads of 144 meters, which is provided with a motor of 40 to 60 horsepower and weighs 19 tons empty. The chassis is made of poured steel instead of the customary pig iron. The transmission is entirely mechanical and has four speeds in either direction.

'Automoblie Foot'--New Malady

Contributions of modern science to daily life have often been accompanied by many ills. The latest disease, and one which is said to be widespread throughout the entire country, an unrealised source of pain to thousands of enthusiastic motorists, is the "automobile foot," according to Dr. Charles F. Cross, who hails from San Francisco. Mr. Cross, who has examined the feet of hundreds of autoists and chauffeurs, recently reported to a distinguished gathering of foot specialists that the constant movement of the foot of the driver against the accelerator, combined with the strain and shifting pressure on the bones and cartileges of the upper arch of the foot, has produced a distinct new malady presenting the possibility of serious complications.

The symptoms are marked both in the lateral and longitudinal arches of the foot. The bony structure of the foot may be compared to a group of four arches, according to Dr. Cross. From an architectural viewpoint the longitudinal arch of the foot is defective. The bone which corresponds to the keystone of the architectural arch does not support the rest of the structure, but is held in place by the ligaments and muscles. If unsupported it would fall of its own weight.

The constant cramping of the foot in driving an automobile weakens the muscles and ligaments which are alternately stretched and relaxed in the act of driving, while the pressure on the instep cramps the bones of the upper arch of the foot. The constant strain under which chauffeurs and other drivers labor is producing this newest of diseases. It threatens the health of automobile drivers, for upon the health of the foot depends the health of the whole body.

British Adopt Honor System

"Let your conscience be your guide, but look out for heavy, dangerous driving penalties," is the new slogan about to be adopted by England.

The British government is preparing to repeal all speed laws, and try the Honor System" with motorists there.

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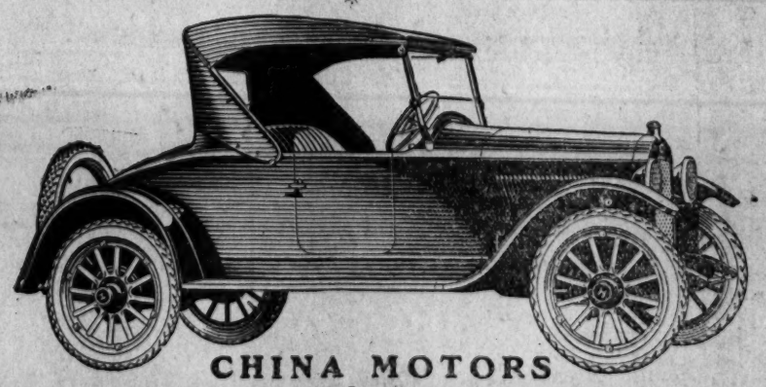

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Safe Driving And Nice Steering Is Applied Common Sense

BY R. E. MACKENZIE

Before taking his machine out of the garage a good driver should be confident that every part of it is in first class working order, not only so that he may make his trip with the assurance that he will not have trouble on the road, but also so that he will know that his machine will not fail him in traffic emergencies.

A thorough inspection of the whole machine should be made at least once a week, in order to be sure that it will give dependable service. This inspection should include: Seeing that the tires are inflated to the prescribed pressure; inspecting the steering apparatus to make sure that all connections are tight; testing the battery and filling it with water.

In addition, each day, before starting out, the good driver should make sure that he has the proper amount of oil in his crank case and that his cooling system is filled with water, which, in cold weather, should contain a sufficient quantity of antifreeze solution. He should follow the instructions for lubrication very carefully, as the efficient performance and the life of his whole machine depend upon proper oiling and greasing more than on any other one thing.

Having made sure that his machine is in perfect condition, the driver can devote his whole energy to driving rather than worrying about a missing cylinder or a squeak in the wheels.

STARTING THE MOTOR

Even most drivers who are just beginning to drive are familiar with the main points in starting the car. They understand that, after the motor is started, the rear shift should be put into first speed and the clutch slowly engaged while the accelerator is depressed; that after the car has gained some momentum the clutch should be disengaged again and the gear shift lever put into the next higher speed; after which the clutch is slowly engaged while depressing upon the accelerator again. Ford drivers, of course, engage and disengage the clutch in the same operation, to shift gears.

Many drivers, however, do not realize the importance of two rules in starting their motor. First, the spark should be retarded. If this is not done the motor is very apt to backfire and some part of the starter, or the starter's connection to the motor itself will sooner or later break. In machines which are not equipped with a starter it is, of course, exceedingly dangerous to crank by hand unless the spark is retarded.

The second rule for starting the motor, which some drivers do not practise, is to have the clutch disengaged when stepping on the starting connection. By doing this a great load is taken off the battery, as it does not have to turn over the transmission gears unnecessarily.

Many drivers who have difficulty in starting their motors in cold weather would have better success if, before turning on the switch, they would turn the motor over several times with the air choked, and then suddenly turn on the switch. By doing this they have put an exceedingly rich mixture of gas into their cylinders which is ready to explode as soon as the faintest spark passes through the spark plugs.

BRAKING

As in starting the motor, there are also one or two points in stopping which some drivers still do not practise. A few years ago nearly all drivers were taught to throw out the clutch before applying the brake. The best practice today, however, is to keep the clutch engaged until the car has slowed down to about five miles an hour. To successfully do this it is, of course, necessary to have the throttle so adjusted where it connects with the carburetor, that when the throttle is closed, only enough gasoline is fed into the carburetor to keep the motor running idle.

Having mastered the principles of stopping and starting the car, the good driver should be well informed upon the proper method of steering it, both on city streets and country roads. Unfortunately the great majority of drivers still do not realise the importance of closely following approved rules of traffic.

"NICE-STEERING"

The "nice-steerer" remembers that the rear wheels do not "track" the front wheels in turning. He allows ample, but not too much, leeway for the rear wheels to miss curbs, posts, guards, traffic signals, building corners, etc.

As a rule it will be found a time and trouble saver to "turn about" by driving around the block rather than jamming traffic by turning in the freet. (This is not allowed, anyway, in most communities).

It is irritating to see the driver in front of you hold out his hand and get into the right-hand side of the street just before he makes a turn to the left. If he would keep close to the left-hand curb and then turn into his street it would not be necessary for him to hold out his hand, with the result that the machine following him is misled by his signal into thinking that he is going to turn to the right.

Always avoid sharp turns either to the right or to the left. When moving out from the curb, or when swinging into the curb, do so slowly and gradually.

Even in avoiding bumps, ruts and track crossings, do not move the steering wheel too far or too suddenly, for in doing so you imperil your own car as well as all neighboring cars. As long as both front wheels, or both rear wheels, do not hit the obstacle at the same time, the results are not bad. In getting out of street car tracks, or ruts, the wheels should be flipped quickly to one side and then quickly to the other, thereby scraping the tires as little as possibles and keeping complete control at the same time.

Skidding is probably one of the most common causes of automobile accidents. Yet, if the driver is careful, he should have no trouble from skidding. The only skid that can be controlled absolutely is the skid that does not start. Slow, even turns, and slow, even stops and starts, will avoid skids. Never apply the brake suddenly and never disengage the clutch until you have almost come to a stop. On icy pavements you should never attempt to drive without tire chains. Also by keeping the windshield clean you will do away with much of the possibility of skids, caused by the necessity of suddenly applying the brake.

Probably not more than one driver out of ten can efficiently and properly park his car. The one best method of parking in a limited space is to pull up parallel to the car behind which you are going to park and about one foot away from it. Turn the front wheels sharply toward the curb and back slowly until you see that by swinging the front wheels hard over to the right your left front fender will just clear the right rear fender of the car ahead of you. Then turn the wheels fully to the right and back to proper position at the curb. Once you know positions at which extreme turns are to be made you should be able to park your car in one backward movement.

Columbia's Bucking Machine

EDDIE Fischer, star tackle of last year's Columbia University eleven, is put through line bucking drill by use of bucking machine, while Head Coach Buck O'Neill gives him pointers.

London Motor Show Sets A New Record

London.—The sixteenth International motor exhibition, held recently, eclipsed all former motor exhibitions in London in attracting public interest.

The outstanding features of the exhibits were the wide range in price and power of the models displayed, and the considerable all-round reduction in prices. Cars varied in power from 6 to 45 horsepower, and in price from £150 to nearly £3,000. There was a large increase, compared with former years, in the number of cars priced at under £500.

The international character of the exhibition may be judged from the fact that cars (apart from fittings and accessories) were staged from factories in Britain, France, the United States, Italy, Belgium and Canada. Sixty percent of the cars exhibited were were manufactured in Britain, France and the United States being responsible for 30 percent of the remainder.

On the higher-priced cars, there were few fundamental changes in chassis design, but a tendency to enclose and generally clean up all the smaller parts. The chief changes in this class were in the bodies, especially in regard to weather protection. Double V front screens, rattle proof and disappearing windows, and movable or adjustable seats were more generally used.

Of cars of medium power at or below the £700 price figure there was a bewildering choice, the majority being of acknowledged reputation for reliability. In this class, the movement in favor of overhead valves is noticeable, and in many cases there is evidence of an endeavor to improve suspension. On the British cars, at present, there is no sign of the adoption of front wheel brakes.

For the first time, examples of six-cylinder engines of quite small power were staged. Water-cooled engines, of both two and four cylinders, also made their appearance on the light economy cars of about eight horsepower, as a challenge to the popular horizontal air-cooled twin engine. Cycle cars which have appeared in many exhibitions as air-cooled, chain-driven models have blossomed into small four-cylinder cars with the more orthodox transmission.

Campaign On For National Motor Car Laws In U.S.

Efforts will be made this season by the American Automobile Association, through its legislative activities, to obtain greater national reciprocity for motorists and the elimination of discriminatory war excise taxes against automobiles, trucks and automobile accessories. M. O. Eldridge, the Executive Chairman, explains that the adoption of this policy would in no wise affect the attitude of the District of Columbia Division of the ciprocity with Maryland through a gasoline tax in lieu of the present horsepower tax on automobiles in the District.

Mr. Eldridge cited the fact that the Supreme Court of the United States in two decisions has ruled that automobiles travelling from one State to another are classed as interstate traffic, and that under the Interstate Commerce law Congress has a right to regulate such traffic. He calls attention to the difference in automobile laws of various States.

AUTO

Great Display Planned By Auto Body Builders

Keeping step with the giant industry of which they are so important and necessary a part, the motor car body builders of America are prepared for 1923 to show greater advances in design and equipment than ever before made in a period of twelve months.

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The body building end of the automotive industry has become so highly specialised that it can no longer be adequately presented as an incidental to the national automobile shows. Hence the American Body Builders' Association will next month for the second time stage its own show.

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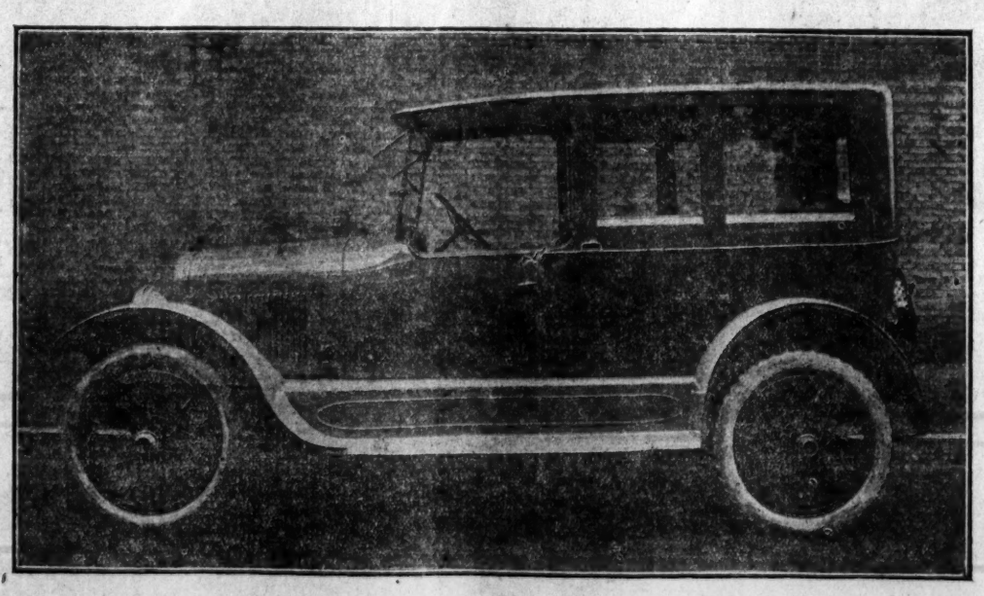

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In this much motoring land of ours, a frequently asked question is "What would we do today without the motor car?" The answer of course is, "remodel our entire lives along totally different lines." It is unquestionable that the motor vehicle has bitten so deeply into the whole structure of our national life, economic and social, that we can no longer visualize living without the effective and efficient transportation that has made existence in modern America what it is.

It is interesting to change a little the question asked above and propound it with regard to industry. We might word it somewhat in this way: "What would American industry be without the motor vehicle?" And we shall delimit our question a little by making it refer not to the transportation medium which the motor vehicle is supplying to industry, but to the direct contribution of the motor vehicle industry to other industries through its purchases from them. As a matter of fact, if the motor industry were suddenly removed from active operations, there are a number of industries that would die and a number of others that would languish and have to be entirely revised from their present flourishing estate.

We may leave out of the present consideration the oil industry, to which we have previously given detailed attention. It may not be by the mark to note in passing that within the past ten years the automobile industry has completely changed the complexion of the oil business. Ten years ago, or perhaps we might better say fifteen years ago, the principal product of the oil industry was kerosene. The product then known as gasoline was an unwanted by-product. Frequently the oil companies resorted to pouring the gasoline that they had to take to get their kerosene, into the rivers and sewers near their refining plants. Today kerosene is the by-product and gasoline the principal product of crude oil, into which the refiners are cutting deeper and deeper to get motor fuel.

Leaving out of consideration crude oil, the industry which owes most to the purchases of the automobile industry, is leather. This may seem a trifle strange to the uninitiated, but the statistics in the case are unescapable. The leather producers of America turn out 50,000,000 square feet of upholstery leather per annum. Of this total the automobile industry consumes 37,165,000 square feet, which amounts to somewhat more than 69 percent of the whole. What makes this the more remarkable is the fact that in addition to this vast quantity of real leather, the automobile industry annually consumes nearly 90,000,000 square feet of leather substitutes or imitations. Further the industry needs 5,357,000 yards of upholstering cloth to bedeck its closed models. And while we are on the subject of upholstering we may note that the manufacture of automobiles consumes 15,330,000 yards of material in the making of tops and side curtains and 16,000,000 pounds of hair and padding.

It will scarcely be a surprise to find rubber as the second most indebted industry on our list. The total amount of rubber consumed in America in 1922 was about 500,000,000 pounds. Of this 330,000,000 pounds went into the manufacture of tires and tubes. This is approximately two-thirds or 66 2-3 percent of the whole.

Here is another surprise. Who would think that the automobile industry consumed thirty percent of all the plate glass made in the United States every year? It is true. The total output of plate glass in America is about 55,000,000 square feet per annum. Of this the automobile industry consumes 15,500,000 square feet in making windshields and glass windows.

If the automobile industry had not discovered that aluminum is a metal that has peculiar advantages for use in certain parts of its vehicles, the aluminum crowd would be confining its attention to saucepans and other household utensils. As it is the automobile industry consumes nearly 50,000,000 pounds of aluminum every year, out of a total production of something under 200,000,000 pounds. The growing tendency toward the use of aluminum pistons, is opening new fields for the aluminum manufacturers and discoveries to come of other aluminum alloys will undoubtedly increase the use of this metal in the building of automotive vehicles.

Jokesters are hereby warned that the next exhibit in the statistical field, has been discounted and that the fact that the automobile industry consumes 15,510,000 tons of tin, is not directed at any specific make of car. The total consumption of tin in America annually is about 60,000,000 tons, so that the automobile industry accounts for twenty percent of the whole.

The copper industry does not lack outlets for its product, but nevertheless it would miss the automobile industry's buying power, since it consumes sixteen percent of the total output of the reddish metal. The copper production in America amounts to about 500,000,000 pounds in the course of a year. Of this the automobile industry consumes 83,425,000 pounds.

There is no other manufacturing industry, which is quite such a generous purchaser of the products of sister industries as our own flourishing business. The motor vehicle industry, it is pleasant to think, is contributing its full share to the economic progress and development of the nation's business.

1922 Best Year In Motor World

Detroit, Dec. 15.—With more than 2,313,000 cars and trucks already made and sold this year all records for production in the automotive industry have been broken, according to a survey made by leading manufacturers. The 2,313,000 cars and trucks made up to the first of the present month compares with 2,050,000 made during the year 1920, the best previous record of the industry.

Not only has the industry shattered all records in the number of cars and trucks made but they have also broken production records in the number of closed cars made, the number of trucks, tractors and they have also put out more types of models in the eleven months of the present year than in any previous year the industry has known.

While these records have been broken there is one which yet remains intact and which threatens to stand for some time and that is the volume of money taken in during a single year. In 1920 the industry took in many millions of dollars more than during the last year, due to the fact that the average price of cars was several hundred dollars higher then.

With eleven months of the present year gone it is expected that production for the year 1922 will total close to 2,500,000.

The leaders of the industry report that there is no letting down in the demands for cars, the demand simply switching from month to month from section to section.

At this time it is said that the trade in New York and Boston and other eastern districts is not as brisk as hoped for but in the Southwest and along the Pacific Coast the demand is heavy and great difficulty has been found in getting deliveries to that section.

Nearly every automobile manufacturer in the last year has so altered his sales force and program that district sales managers have been appointed. These men, under the supervision of the factories, put in their exclusive efforts in building up a territory for the dealers there and managing the delivery of cars. This results in factories throwing all their resources into one section at a time and the plan as tried out this year has been a big success, it is said.

Due to the present situation in regard to the railroads holding up freight facilities, it has been found necessary by nearly every manufacturer to limit the quotas of various types of cars being sent to any one dealer.

The leaders are now allotting so many closed cars, either in sedans or coupes, to each district only when so many open models have been sold. The dealers are protesting at this move, but the manufacturers insist that since it takes three months to make one good closed body they cannot produce enough closed cars to meet the demand and they must have production and sales of open models if they are to maintain the prices they have set.

Within the next year the largest body concerns in America will spend close to $100,000,000 to put in new equipment and erect new buildings to take care of this demand. It is hoped then that the supply of closed cars can be materially increased.

Pittsburg Builds Memorial Road

Pittsburg has officially dedicated a $2,200,000 memorial to its sons and daughters who served in the World war.

The memorial is a municipal highway called the Boulevard of the Allies. It extends from the business section to the Oakland district, approximately two miles.

When city officials discussed ideas for a suitable memorial, public opinion was accepted as favoring a generous appropriation for any monument which might perform valuable public service and in this way perpetuate the effort of Pittsburg's service men and women.

U. S. Auto Notes

The Handley-Knight Company, of Kalamazoo, Mich., manufacturers of the famous Handley-Knight sleeve valve car, has been absorbed by a new company. The new company, Handley Motors, Inc., a Michigan corporation, takes over all of the assets of the Handley-Knight Company, including cash on hand, inventories, receivables, dealer organisation, factory, etc. The capital stock of the new company has been increased to 600,000 shares of no par value common stock. Forty thousand shares of this stock have already been disposed of on a basis of $10 per share, while arrangements have been made to dispose of an additional 110,000 shares. The officers of the company state that this new money will take care of the financial requirements of the manufacturing program for 1923. This provides a firm foundation for disposal of the remaining 350,000 shares to take care of the proposed program for 1924 and thereafter.

This financial program places the new company with a liquid working capital of approximately $6,000,000 when all of the financing is completed.

C. C. Wheat, a traveling salesman, of Yakima, Wash., is a big booster of the Overland touring car as a means of economical transportation.

"I have got as high as twenty-seven miles per gallon of gas and 14,000 miles on a set of tires," says Mr. Wheat. The good record mentioned was over a mountain road with more or less second gear work. The tire mileage was almost altogether on Yakima roads.

"Records like these are quite important to any one who is attempting to keep traveling expenses down. I have my car in constant daily service and the more I drive it the more I am impressed with its serviceability."

"Nowhere do I find the demand for all-season cars so evident as with the Columbia," says I. Edward Roskam, New York Columbia dealer. "The factory schedule for the remainder of 1922 calls for 50 percent production on closed cars. With the winter buying season not yet in full swing, we are far behind in orders with both the Light Six Sedan and the new Elite closed cars. To meet this situation the Columbia Motors Company has recently doubled its capacity by adding 130,000 feet of floor space.

Announcement of a new sales policy whereby 9,000 more Haynes cars will be sold in 1923 than in 1922, has been made by Gilbert U. Radoye, director of advertising for the Haynes Automobile Company, Kokomo, Ind. The announcement comes as a result of a nationally increasing demand for Haynes cars manifested throughout the country.

The extensive selling organisation of the Haynes company, which reaches into every section of the nation, has been expanded and made even stronger during the last few months. New district salesmen have been appointed and additional ones will continue to be put in the field, establishing new distributors and dealers in towns not already represented.

"The artillery type of wood wheel still holds its own for 1923," says General Manager J. A. Clark, of the New York branch of the Peerless eight, "but other types of wheels have gained in favor, and in this connection mention must be made of the disk wheel.

"It now is possible to get disk steel wheels for practically every make of car and a few makers are furnishing them as regular equipment. Many furnish their sport models with wire or disk wheels. Easier riding qualities, rapidity of wheel change and the ability to keep them clean easier are claimed."

When Velie started to build motor cars in 1908 there were 270 companies building automobiles. Of that original number only thirty-two of the oldtimers remain.

The first Velie car was a distinct success. Velie was one of the first to use a four-cylinder motor. The Velie body was one of the first to have side entrances, and our long experience building carriages distinctly showed in the fine upholstery and painting.

Many of the 1909 Velie cars are even now in daily service in various parts of the country, a sure indication of a good automobile.

"Whenever a new car is delivered to its owner he gets instruction and advice as to its mechanical upkeep, with the idea that the running parts may operate most efficiently," says William C. Poertner, metropolitan distributor of Durant fours and sixes. "Careful operation, with regular attention to lubrication, is essential to the proper functioning of the car."

CURING STICKING RIM

When a rim with a tire is found to be difficult to place on the wheel, remaining partly on and partly off, a slight springing of the rim is all that is needed. This may be accomplished by placing the head of a jack against the hub of the wheel and the base of the jack on the protruding portion of the rim. Thus sprung a little, a blow from the hammer will slide the rim over the edge of the wheel.

Used Car Market Worries Insurers

The automobile insurance situation has developed a new worry for the underwriters, which has further complicated their problems.

This is the sudden slump in the market values for second-hand cars, and will, it is feared, be liable to develop a serious moral hazard. Automobile fire underwriters who keep in close touch with conditions believe that this slump in second-hand car prices will have a marked influence in the fire loss ratio, particularly as regards certain makes of cars.

It is pointed out that during the recent boom in used car values the underwriters advanced the insurable values of the older cars in original owners' hands and particularly as regards the medium-priced makes. This is now causing some concern among those underwriters who are conversant with the slump that has occurred in second-hand car prices. However, the drop has not been sufficient to warrant immediate action on revision of the insurable values, although it is approaching that situation.

The reasons for the decline in used car values, are believed to be largely centered in the recent action by banking interests in advancing their interest term to automobile finance corporations to such rates that the finance corporations lost money in rediscounting their paper. This situation has greatly checked the operations of the finance corporations, particularly in the West, with the result that they are discouraging any expansion of business, and some are materially retrenching. Consequently, the number of automobiles sold on the partial payment plan has been reduced and manufacturers and dealers in many instances have a surplus of new cars on hand.

Canadian Farmers Big Automobile Owners

Toronto (by mail).—Farmers of Ontario own more than one-third of the automobiles registered in the province. They constitute the largest single automobile owning class. Statistics compiled by the provincial government show that of a total of 181,978 passenger cars listed last year, 64,045 were owned by farmers.

Storekeepers constitute the second largest automobile owning class, with 23,687 cars, and merchants rank third, owning 16,700 cars. Commercial travelers own 5,311 cars; doctors own 3,934; real estate agents, 1,098; contractors, 2,961, and drovers, 651. Any idea that the motor car is a source of class distinction is shattered by figures showing laborers as owners of 4,059 cars.

The growth in the number of automobiles in Canada in the last ten years has been phenomenal. At the beginning of 1912 there were 21,682 passenger cars and trucks in the whole of Canada. At the beginning of 1922 this total was increased more than twenty-fold, to 454,049. A conservative estimate places the number of passenger cars and trucks in use in Canada today at 500,000.

Canada ranks second to the United States in the proportion of cars to population with one car to every eighteen persons.

Italian Fiats Win In Long Road Test

All round excellence was sought in the touring car competition held this year by the Automobile Club of Nice. The competitors had to start from Paris and cover the 1,000 miles to Nice in three stages with every organ sealed and the bonnet fastened down. Even the changing of a spark plug entailed the loss of points.

On reaching Nice the clean score competitors had to submit to a series of tests comprising starting the engine from cold, speed on a very difficult 4-mile hill, turning in the shortest radius, slow running on top gear, and finally a kilometer speed test followed by a brake test.

The competition was open to all classes of touring cars, but attracted a majority of big and expensive machines. The smallest cars taking part in the event were three standard 10 h.p. Fiats with four passenger bodies, driven by Messrs. Bradley, Mouzin and Rouillard. These cars went through the entire competition with success, losing no points in the sealed bonnet test and doing better than many of the big cars in the trials at Nice. They won first, second and third places in their class.

On the hill the fastest Fiat was the one driven by Mouzin, which averaged 32½ miles an hour for the 4 mile climb. Bradley was second at an average of 31½ miles an hour. This driver was able to turn in the shortest distance of all cars, the diameter described by his Fiat in making one complete turn being only 32 feet.

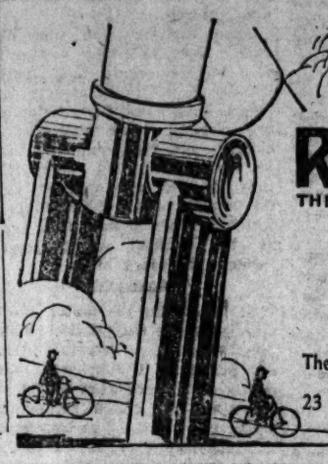
For the kilometer speed test, followed by a braking test immediately the line had been cut, Mouzin's Fiat was the best on points, for he covered the kilometer standing start at 40 miles an hour and stopped in 984 feet. Bradley was faster at an average of 40.8 miles an hour, but he required 1,608 feet in which to bring his car to a stop.

On the 547 yards speed test, standing start, held on the famous Promenade des Anglais, Bradley was the fastest at 33½ miles an hour, with Mouzin's Fiat only one fifth of a second slower.

There were three other classes in the competition. Blanc on a De Dion Bouton was first of the 2000 cc. machines. Pope on an Itala got first place in the 2500 cc. class, while in the big car class, where competition was particularly keen, Lamberjack won on a sporting type Voisin, followed very closely by Mr. Whitechurch's Lancia. The others in order of merit in this class were Masade on a Delaunay-Belleville, Lecureuil on a 6-cylinder Excelsior, and Boulenge on a Cadillac.

REBUILDING CARS BIG ART

Rebuilding used cars has become quite an art. Many people have wondered where all the cars of yester-year go, as so few old automobiles are seen upon the highways or streets. With the aid of mechanical experts and artistic painters, cars which would be deemed out-of-date are brought up to the minute and barring a slight difference in the lines, resemble cars of the present season.



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It is one of the distinctive features of the

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THE ALL-STEEL BICYCLE

(no malleable iron castings as in other bicycles). The tubular fork-crown, of finest steel, is far stronger than any ordinary bicycle fork-crown. It is one of the standard Raleigh features covered by the all-world Guarantee-For-Ever. *Send for "The Book of the Raleigh."*

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WILLYS-KNIGHT

The Car with a Wonderful Motor

The Willys-Knight Sleeve-Valve Motor rarely becomes noisy.

Its telescopic sleeves slide on a surface of oil, without wear, without friction, without need of adjustment for thousands of miles.

Owners have covered 100,000 miles and more at a cost for repairs low enough to appear unbelievable.

Please look at this remarkable car. We will gladly arrange a demonstration.

The Central Garage Co.

9, Hongkong Road

Telephone Central 6003

"Complete Car" Is 1923 Show Featue

At the 1923 Automobile Shows in America the dominant tendency in car and truck construction will probably be the emphasis on "the complete vehicle."

This forecast is based on the opinions of the leading parts and accessory manufacturers of America, contributing to a symposium conducted by the Motor and Accessory Manufacturers' Association.

Other features which will probably be stressed, according to advance indications, are:

Continued swing toward great production of light sizes.

Preponderance of closed cars.

Emphasis on sport models.

Further emphasis on light weight construction.

Tendency to lower the cars, thus giving a racy appearance.

Effort in direction of simplification of design.

Greater engine efficiency.

Outranking all of these tendencies, however, will be the trend toward making motor cars genuinely complete and ready for use in every detail, in order to enhance the comfort, ease and economy of operation.

CARS NOW MORE COMPLETE

More and more appointments and devices, which have in the past been regarded as extras or accessories, are being adopted as standard equipment by vehicle manufacturers.

This does not mean the widespread standard installation of all accessories, but it does indicate that items that are indubitably useful and economical are being added in increasing numbers to the original equipment list.

This tendency makes possible a reduction in manufacturing cost on such units and accessories, cuts down distributing expenses, increase operating efficiency, and in the long run aids the industry and the public.

Interpreting this development in the automotive industry, M. L. Heminway, general manager of the American Motor and Accessory Manufacturers' Association, says:

"Instead of bringing about indiscriminate use of accessories, this trend will put the car equipment manufacturers to the test: only those accessories that are really useful and sound will meet the rigid requirements imposed by the engineers and executives of the vehicle builders, who in turn must be open-minded and constantly responsive to the dictates and needs of a public desiring more complete, more efficient, and more economical vehicles."

BODY DESIGN CHANGES

Special progress will be evidenced in body design and construction. This will apply not only to the more obvious elements, but to the small details such as door handles, windows and other appointments making for easier riding and better ventilation.

A sharp upward swing in the standard equipment-listing of shock absorbers and bumpers is typical of the current practice of the car builders.

"After the automobile shows," says Alfred Reeves, general manager of the American National Automobile Chamber of Commerce, in a letter to General Manager Haminway, "there will undoubtedly be a big campaign on closed bodies of various types, low priced and high priced. It is undoubtedly the car of the future. I doubt whether there will be very many mechanical changes in chassis except the possible tendency of a few more of the four-cylinder car makers getting into the six cylinder field."

Detailed analysis of the changes in construction and design is offered by H. L. Horning, general manager of the Waukesha Motor Company, Waukesha, Wisconsin and a director of the Motor and Accessory Manufacturers' Association:

"New truck designs will show greater engine efficiencies, miles per gallon of both gasoline and lubricating oil. Higher speeds and lower upkeep charges. On both truck and pleasure cars there will be shown decidedly better designs which have for their object more efficient vaporisation of present fuels and less dilution troubles and smoother running of engines and more consistent performance in all details. All cars will be clean in lines and there will be a tendency to lower the cars by decreasing the height of the frame from the ground and also the tops, thus giving the racy appearance for cars of wheel bases of 100 inches or less. The lower tops will be carried down to such an extent as to cause a very small clearance between the driver's head and the top. Better finish will be general and the general lines will be smoothed out and cars will be improved in usefulness by supplying more convenient means for carrying luggage of all kinds. There will be a number of new body models, especially useful for traveling men and general business use."

G. Brewer Griffin, manager of the Automotive Equipment Department of Westinghouse Electric and Manufacturing Company, looks forward to "more efficient engines, better gears, synchronising transmission, gear shifting devices and probably 'closed bodies' will appear of the 'knock down, removable upholstery' type."

Durant Producing At A High Figure

New York, (by mail)—Durant Motors, the parent company of all the automobile factories operating under Durant control, announces that a total of over 51,000 vehicles has been produced by the various units within the last 14 months.

When Durant resigned from the presidency of General Motors a year and a half ago, he announced that he was coming into the automotive field as a large producer. His record shows the introduction of three entirely new automobiles; the Durant Six, the Durant Four and the Star, the new low-priced car which was built to compete with the Ford.

In addition to these three new designs he is now producing the Mason truck and will shortly be in production of a new six-cylinder type which will be marketed under the name of the Flint a development of the Chrysler six, designed two years ago, but never put into production He also recently acquired the Locomobile Company of America, producing the Locomobile, which is regarded as America's newest car.

There is no doubt that Durant has plans for a very large production for the Star for 1923. The Star is now being built both at Elizabeth, New Jersey, and at Long Island City.

Vibration Chief Enemy Of Car

One of the chief aims of designers of automobile engines in the past has been the "vibrationless motor." Of course, no man can hope to build an absolutely vibrationless motor, because everything that moves vibrates to some extent.

"The goal of engineers has been to build a motor in which vibration has been reduced to the lowest possible points," says Charles Richman, head of the Richman Motor Company, Rickenbacker and Lexington official.

"Rickenbacker, known as one of the best avaiators in the war and a thorough student of automotive problems, designed the motor that is used in the present car with two flywheels, one at each end of the motor. By using the divided flywheel, Rickenbacker has been able to practically eliminate vibration. Two light flywheels are used, instead of the heavy one at the rear of the motor.

"Thousands of miles of test runs were made before the motor was put into production, so that the designers knew what they were doing every minute of the time and did not place their production on the market without trial."

Here Are Don'ts For The Driver

Here's a list of instructions to be observed during the whole year:

1. Put yourself behind the other man's steering wheel.
2. Don't laugh at timid passengers. They're your guests. Make them comfortable.
3. Don't expect children to look out for themselves. The fact that it was the child's "fault" doesn't make death less terrible.
4. When a man in the wrong insists on the right of way, let him have it. You can't argue with a fool.
5. Get the hand-signal habit. It protects you as well as others.
6. When the man behind wants to pass, slow down and draw over. It's safer to have him speeding ahead of you than alongside you.
7. Don't dash by street cars as they are about to stop.
8. Don't try to pass the car ahead when another car is approaching from the opposite direction.
9. Slow down and keep to the right as you come to the crest of a hill.
10. Don't dispute the crossing with a railroad train. What's the hurry!
11. Think of the other road users when you have to splash through mud or water.
12. Remember that the pedestrian at the crossing has a right to cross.
13. Don't drive jerkily. It keeps the man behind you worried.
14. When your brakes are not working, the time to get them fixed is now.
15. If you forget the rules of the road, you can safely fall back on the golden rule.

Don't Tinker; Let Expert Do Work

Now that winter is here it is time that you checked up on your car's carburetor and things to see that they are in condition. There is much to be done on the motor of a car to keep it in shape for comfortable winter driving.

"There should be no trouble in adjusting the carburetor on your car, but it is far better to spend a dollar or so and have it done by an expert mechanic," says Leon Friedman, Dodge distributor here.

"There are a million and one men who know how to adjust carburetors, or think they do, and only a few who know how to do it correctly.

"There is far too much tinkering done to the average motor car by men who know little about it. The carburetor is a mighty important unit of the car, and if it is not correct there is no end of trouble. Then, too, a carburetor that is in proper adjustment cuts down the gasoline consumption materially and reduces the operation cost of the car."

Steel Springs First Used In 1625

Research shows that the earliest attempt to relieve the passengers of a vehicle from road shock was made during the reign of Alexander Severus, ruler of the Roman empire in the third century. In its design the body was fastened to the center of two poles, which ran the full length of the vehicle and rested upon the front and rear axles, and the passengers enjoyed the benefit of any degree of resiliency the poles may have possessed.

The first record that marked the beginning of the steel spring era is that of a patent granted to Edward Knapp in the year 1625, but it was not until about forty years later that a spring vehicle called a Bruette became popular in Paris. The wheels of this cart, which resembled a mounted Sedan chair, were about three and a half feet in diameter. Two poles projected forward, between which a runner pulled the vehicle in a similar manner to that of the jinriksha of Japan.

The very crude spring feature of this public carrier was improved by Dupin several years later, but manpower finally gave way to a horse-drawn coach, the body of which was mounted upon two transverse springs, the ends of which were suspended by heavy straps to two rigid uprights at each end of the chassis. Some years later a very popular type of strap-suspended body was one in which the straps were fastened to four long curved springs. Lighter auxiliary straps were used to prevent excessive rocking of the body backward and forward.

Since the invention of the first practical spring there have been a series of modifications, improvements and combinations such as the tranverse, the cross or platform, the elliptic, the deep cambered, the three-quarter elliptical, the semielliptical, the cantilever, and finally the flat spring, which has been in particularly high favor during the past few years, due to its superior efficiency.

USE OF AMMONIA

The use of ammonia to brighten up the surface of automobile bodies destroys the finish

San Francisco Plans Big Automobile Show

Automobile men from all parts of U.S. will gather in San Francisco during the automobile show, which will be held in February. Plans are now being completed to bring factory executives from Detroit, New York, Indianapolis and other manufacturing centers there during the show to address dealers' conventions and to see what San Francisco has to offer in the way of a great motor exhibit.

The manager is already besieged with requests for space in all departments, car trucks and accessories. The coming motor exhibit promises to be the best ever staged there.

Coming after the great national shows in New York and Chicago, the San Francisco exhibit will have many of the big displays shown in the East this year. There will be many new models displayed for the first time.

Many of the best known executives in the motor car industry make it a point to tour the country once or twice a year to see at first hand what there is to see. For the past two years they have made it a point to come to San Francisco in time for the show.

There has been a great revival of interest in motor trucks. Manufacturers report the greatest business they have ever done, and there is great interest in this department of the motor industry. The showing of trucks will be greater than ever before.

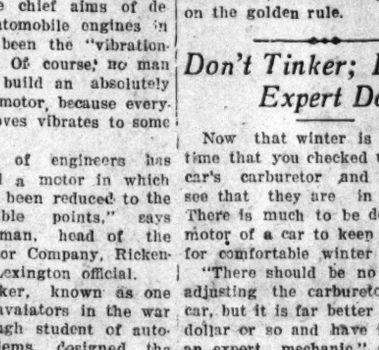
Accessories too will have a greater representation than ever before. Cars are coming from the factories now with more equipment than ever and motorists are anxious to keep abreast of the developments in this branch of the industry.

Large Wrench May Strip Off Threads

The mechanic "S" wrench is the safest for use when removing a bolt, because it has a handle of the proper length, which is scientifically proportioned to the work which the tool must do. The ordinary wrench is apt to strip the threads of the bolts or nuts when the handle is too long for the capacity of the jaws.

Bosch

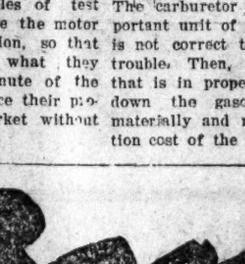
Bosch Magnetos



„ZF4"

Are the best you can buy

Pay close attention to the name of ROBERT BOSCH and this Trade Mark



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SHANGHAI.

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LIGHT-SIX

Light, Evenly-Balanced Weight

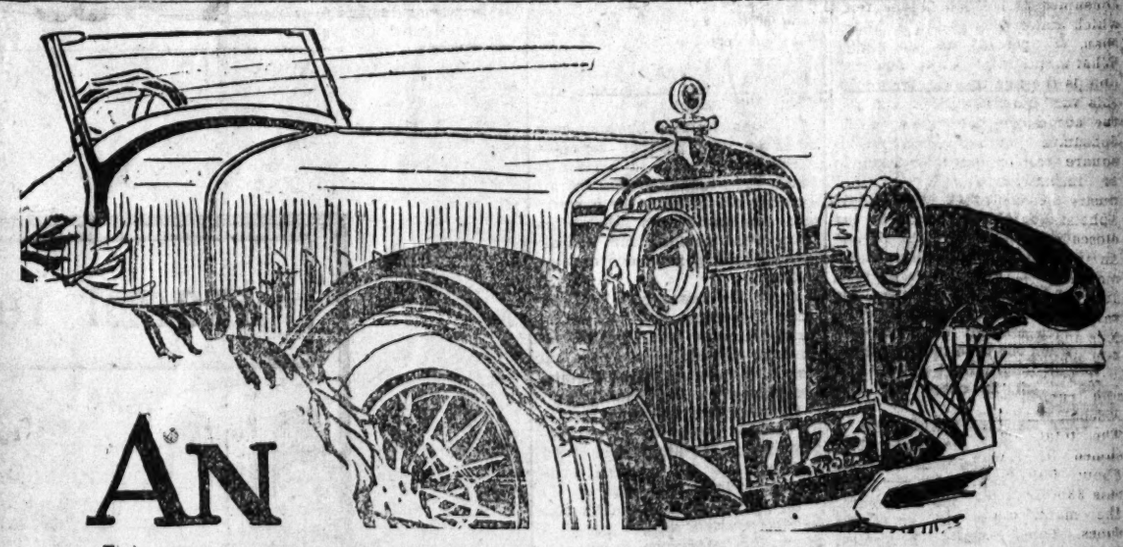
is one reason for the exceptional fuel economy of the Light-Six—but the greatest reason is the patented Internal Hot-Spot, an exclusive Light-Six feature. 24 world-wide tests with the Light-Six recently set an average of 26.8 miles to the gallon of petrol.

SOLE AGENTS
Shanghai Horse Bazaar & Motor Co., Ltd
SHANGHAI

THIS IS A STUDEBAKER YEAR

Studebaker

BACKED BY THE WORLD'S LARGEST MANUFACTURERS OF SIX-CYLINDER CARS AND
SHANGHAI HORSE BAZAAR AND MOTOR COMPANY SERVICE



AN AUTOMOBILE

From THE AUTO CASTLE, The Used Car Mart of Shanghai, can be Depended Upon to Give Service as A New Car. Our Guarantee Covers it.

TOURING CARS			LIMOUSINES		
Oldsmobile	5 Passenger	(latest model)	Chalmers	Limousine	(model 1921)
Hupmobile	5 „	(model 1921)	Berliet	„	(A. I. condition)
Studebaker	(special six)	(run 6,500 miles)	Hupmobile	„	(model 1921)
Studebaker	(light six)	(used 6 months)	Dodge	„	(model 1921)
Dodge	5 Passenger	(model 1922)	Buick 6	„	(model 1921)
Briscoe	5 „	(model 1921)	Columbia	„	(model 1920)
Buick 4	5 „	(A.I. condition)	Crossley	„	(model 1921)
Buick 6	5 „	(model 1921)			
Nash	5 „	(model 1920)	ROADSTERS		
Cole 8	7 „	(latest model)	Albert 11.4	Roadster	(model 1920)
Cadillac	7 „	(used 8,500 miles)	Renault 10/12	„	(used 1 month)
Pierce-Arrow	7 „	(model 1921)	Standard	„	(model 1920)
Crossley	25/40	(used 5 months)	Buick 6	„	(model 1921)
Cubitt	18 H.P.	(used 3 months)	Dodge	„	(model 1921)
Humber	11.4	(model 1920)	Studebaker	„	(special six)
Delage	18/23	(model 1921)	Hupmobile	„	(model 1921)

THE AUTO CASTLE

HEIMENDINGER BROS., 226-228 Avenue Joffre (Opposite French Fire Station)
'PHONES: MANAGER: CENT. 401 GENERAL OFFICE: CENT. 402

Woman Driver With Buick Breaks Train Record

A most remarkable run was recently made between the cities of San Francisco and Portland, U.S.A., a distance of 725 miles, by a Buick four-cylinder coupe, with Mrs. Kathleen Ayers of San Francisco at the wheel.

Besides the fact that this run shattered all previous motor car records between the two cities named, and surpassed as well the schedule time of the Southern Pacific Express train for the distance, an unusual amount of interest is attached to it owing to the fact that the car was piloted throughout by a woman driver.

The trip, in fact, was made at the instigation of the California Federation of Business and Professional Women in order to prove that the women of today can keep pace with men in all walks of life.

Mrs. Kathleen Ayers, the feminine driver, checked out of San Francisco two minutes after 1 o'clock p.m., and was checked in at Portland at 11:45 a.m., the following day. This time constituted a new mark for the trip of 725 miles, beating the best previous time made by motor car three hours and eight minutes, the former record being 25 hours, 51 minutes for the distance. Since the Southern Pacific Express train takes 28 hours and 30 minutes to travel between San Francisco and Portland, the Buick coupe driven by Mrs. Ayers now holds the record over rail as well as highway competitors.

Not a single stop was made from the time the Buick car checked out of San Francisco until it reached Portland, with the exception of the halts that were made for fuel and oil. In commenting upon her experience, Mrs. Ayers paid a high tribute to the car she drove. She said:

"Inasmuch as I have had considerable experience in driving many different makes of cars during the period of the war as a member of the Women's Red Cross Motor Corps, I feel that I am posted well enough to judge the merits of an automobile.

"The manner in which this four-cylinder Buick coupe behaved was a revelation to me. Whenever I called upon it for reserve power on the grades or in tight places, the little car instantly responded and enabled me to come through with flying colors. It is one of the best and easiest riding cars that I have ever handled and the road-ability of the coupe was tested on many occasions during my long trip."

Mrs. Ayers' superb performance was a most convincing demonstration of the ability of women to drive long distances efficiently and at a consistently high speed, and in that respect the claim of the California Federation of Business and Professional Women that the gentler sex is able to keep pace with the masculine, was proven in a thorough fashion.

Complex Process Necessary In Inner Tube Manufacture

Goodyear tubes are laminated. By this process it is necessary to roll the rubber out into a thin sheet. On this sheet another similar one is laid and this is continued until a sufficient number of sheets have been placed together to produce a stock of the desired thickness.

To do this a quantity of rubber is placed in the rolls of the calender. The rubber goes through the two upper rolls into a thick sheet. The lower roll of these two is heated slightly and the rubber adheres to it. It is then brought out on the small roller in front and down to the lower cylinder. A conveyor belt takes the rubber stock away and then brings it back where another layer is applied on the top of it and so on until the required number has been built up.

This laminated tube stock, rolled in a cloth to prevent it sticking to itself is then taken to the rolling room.

This rubber stock is then laid across the table and cut to the proper length. A valve patch and label are placed in position and a mandrel—a long piece of steel tubing—is then placed upon the strip of tube stock which is wrapped twice around the mandrel. Thus when the tube is cured there is left no longitudinal splice. The valve patch is cured on, not cemented.

VALUES ARE INSERTED

The tube on the mandrel is then cross wrapped with wet canvas tape much like the wrapping on a tire ready for shipment. Then it is ready to go to the vulcanizer—a large horizontal kettle.

After vulcanising, the canvas tape wrapping is removed, and the tube removed from the mandrel. The side next the mandrel becomes the smooth outside surface of the tube. The valve patch is then on the outside of the tube.

The ends of the tube are then placed on mandrels, after which both ends are buffed and cemented. Valves are inserted before the tube is spliced. As soon as the acid is applied the large mandrel is then removed leaving the two buffed and cemented surfaces of the tube in contact. These are wrapped down with very great tension by means of rubber tape. This union is then allowed to stand until the cement has thoroughly set and cured. When the union has been completed the tube is ready to hold air.

FEW DEFECTIVE TUBES

The water test comes next. The tubes slightly inflated, are stretched on spools placed opposite each other on two parallel conveyor chains which move in a tank of water. The tubes showing any air escaping are removed by a workman standing at the side of the tank who watches for the air bubbles arising from any existing leaks.

After the water test has been made, the tubes are allowed to stand 24 hours inflated with two or three pounds of air. In that length of time any tubes containing leaks are easily discernable.

So successful has this method of double testing on every tube proved that the percentage of defective tubes leaving the Goodyear factories is very low.

To guard the tube on its way to the consumer and to protect it after the consumer receives it the tube is packed in a waterproof bag. Bag and tube are then boxed.

Engine In Car Depends On Oil For Its Living

BY H. CLIFFORD BROKAW

To lubricate is to cause to slip easily. That is what oil in a motor does for the automobilist.

We have found three things necessary to start an engine in an auto—gas in the cylinder, compression and a spark. To keep it going there must be a cooling system and lubrication. Cooling is necesary to keep the cylinder walls at a temperature low enough so that the oil will not burn. And it is essential to keep a film of oil between the cylinder wall and the piston which travels up and down within it.

If it were not for lubrication the friction of the parts sliding over each other would be so great that the engine could not develop sufficient power to drive itself, to say nothing of the car with passengers or freight in it. If an engine should be made to run without lubrication it would destroy itself in a very short time.

The importance of lubrication might be illustrated by sliding one's shoes strenuously along a paved road. In a short distance the feet become hot and the shoes begin to wear out. But if in this process one steps on a banana peeling at once the feet begin to travel with such speed that the owner has difficulty in keeping them under control. The banana skin acts as a lubricant. It is equivalent to placing a film of non-friction material between two sliding surfaces.

MANY LUBRICATION POINTS

In the auto engine there are a number of points that have a sliding contact and therefore require lubrication. These include the cylinder walls, pistons, piston rings, bearings of crank shaft and crank pins, little bearings in the piston that support the piston pin, bearing on which the cam shaft revolves, the cam and the valve lifters which they operate, the guides for valve lifters, the gears and chains which operate cam shafts, possibly the pump shaft, the shaft for ignition timing and the generator. These parts are usually all contained inside of the engine and are lubricated from the common supply that is placed in the crank case of the engine.

There are a number of different types of engine lubricating systems, one in which oil is forced under pressure to practically every sliding part but perhaps the most common system is that in which the oil is carried in a compartment called a sump or reservoir in the bottom of the crank case. On the top or side of the crank case provision is made for filling this sump and there is usually a float or some other device to indicate how much oil there is at any time.

This case may carry a gallon or more of oil. As the indicator shows it is being used out it may be replaced as needed. In this system there is usually a pan placed directly over the sump in which there are small depressions directly under each crank pin to which the lower end of the connection rod is connected. When the engine is going a small pump takes oil from the sump and forces it to this pan, where it runs into the depressions. As the connecting rod comes around it dips into the oil and throws it up into the cylinder, lubricating the cylinder wall below the piston.

If too much oil is picked up or if the pistons and rings do not fit the cylinder properly the oil will work past the piston in large quantities, get into the combustion chambers, be burned and exhausted in the form of smoke. This is one of the causes of carbon deposit in the cylinder which causes knocking. In addition to lubricating the cylinder well this oil lubricates practically all other working parts of the engine.

OIL SPLASHED INTO SPRAY

As the crank-shaft revolves at high speed and the ends of the connection rods dip into oil, the oil is splashed and broken up into a very fine spray or fog. This is circulated by air inside the engine and is deposited on every part contained within it. Thus as practically every working part of the motor is contained in the crank case or in the compartments such as the cylinder and timing gear case, which open directly into the crank case, the lubrication of the entire engine is cared for by this system. The possible exceptions are the fan-bearings, generators, starter, motor bearings and water pump glands.

The pump, which circulates oil, delivers much more oil than is used, so that an ample supply may be assured under all circumstances. In order that surplus oil will not go to waste the oil pan under the connecting rods has openings at such a height that when a sufficient amount of oil is present any surplus will automatically drain back into the oil reservoir. It is good practice to inspect the oil indicator each time before driving the car, to be sure there is an adequate supply.

As this oil is used over and over again it becomes filled with particles of metal, also while the engine is going the vaporised gasoline in the combustion chamber will be forced past the piston into the crank case when there is pressure in the combustion chamber. This vapor condenses into gasoline and drops down into the oil cup, thinning the oil. Consequently the oil should be changed about once every 500 miles.

If the oil is kept in the engine, the crank case cleaned out and the strainer at the oil pump cleaned, there should be little or no trouble with the modern engine lubricating system.

Value Of Automobile Output For 1922

The value of the 1922 automotive output will be approximately as follows: Automobiles, $1,350,000,000; tires, $576,000,000; replacement parts, $550,000,000; accessories, $150,000,000. Total, $2,725,000,000.

U. S. Auto Exports Show Steady Increase

The total value of automotive exports from the United States during October amounted to $10,138,638, as compared with $9,048,448 during September, an increase of over 12 percent, according to compilations of the automotive division of the Department of Commerce. The most important change in exports was the large decrease in shipments of trucks and the increase in unit values of all motor vehicles exported, which indicates the trend toward stability of purchases abroad. Truck shipments during the previous several months had been better than at any time this year and it was to be expected that a decrease would follow.

Passenger car shipments increased 9 percent in number and 16 percent in value, while shipments of parts decreased 2 percent in direct contrast to the movement during September when passenger car exports decreased and parts increased. Motor truck shipments decreased 39 percent in number, and increased 3 percent in value.

Motorcycle exports decreased 5 percent in number, and increased 21 percent in value. The parts of motorcycles increased 10 percent in value.

Harding Predicts Big Plane Developments

President Harding foresees remarkable development in aeronautics in the near future, according to a letter he has written to the American Aeronautical Chamber of Commerce and made public recently by that organisation, which was formed to promote aeronautics and encourage the advancement of aviation. The President wrote in part:

"It is a real distinction to America to be known as the birthplace of the airplane. It should be our concern that this art shall not languish, but that in its practical application we shall lead the world.

"An amazing development will take place in the near future in the utilisation of the air as a medium of transport and communication. As a Government, we are aiming to provide this art with necessary guarantees of law and with such facilities as may be possible through the encouragement of airways and terminals. But for air transport quickly to achieve the important place it is destined to occupy, it must have public interest and support. I hope your efforts in this behalf may be productive of most gratifying results."

Consider the new prices for Goodyear Tires—never were they so low.

It now costs no more to buy Goodyears than many unknown and inferior brands.

Think, too, of the superior quality of Goodyear Tires—never was it so high.

With such a combination—high quality and low price—is there any reason why *you* should not fit Goodyears to *your* car?

LIST PRICES

30 x 3½ Goodyear All-Weather Tread Fabric Casing	Tls. 29.20
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32 x 4 Goodyear All-Weather Tread Cord Casing	61.50
34 x 4½ Goodyear All-Weather Tread Cord Casing	84.00
815 x 105 Goodyear All-Weather Tread Cord Casing	54.00
880 x 120 Goodyear All-Weather Tread Cord Casing	75.00

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HUDFORD MOTORS,
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The best of all mounts, solo or with sidecar, is the "Trusty Triumph," famous the world over for its reliability.
The first four-valve "single" to do 76 miles in the hour, thus creating a new One Hour World's Record in the 500 c.c. class, was the recently introduced 3½ h.p. Triumph Fast Roadster with Overhead Valve Engine. Speed, power, and wonderful flexibility are exemplified in this new model.
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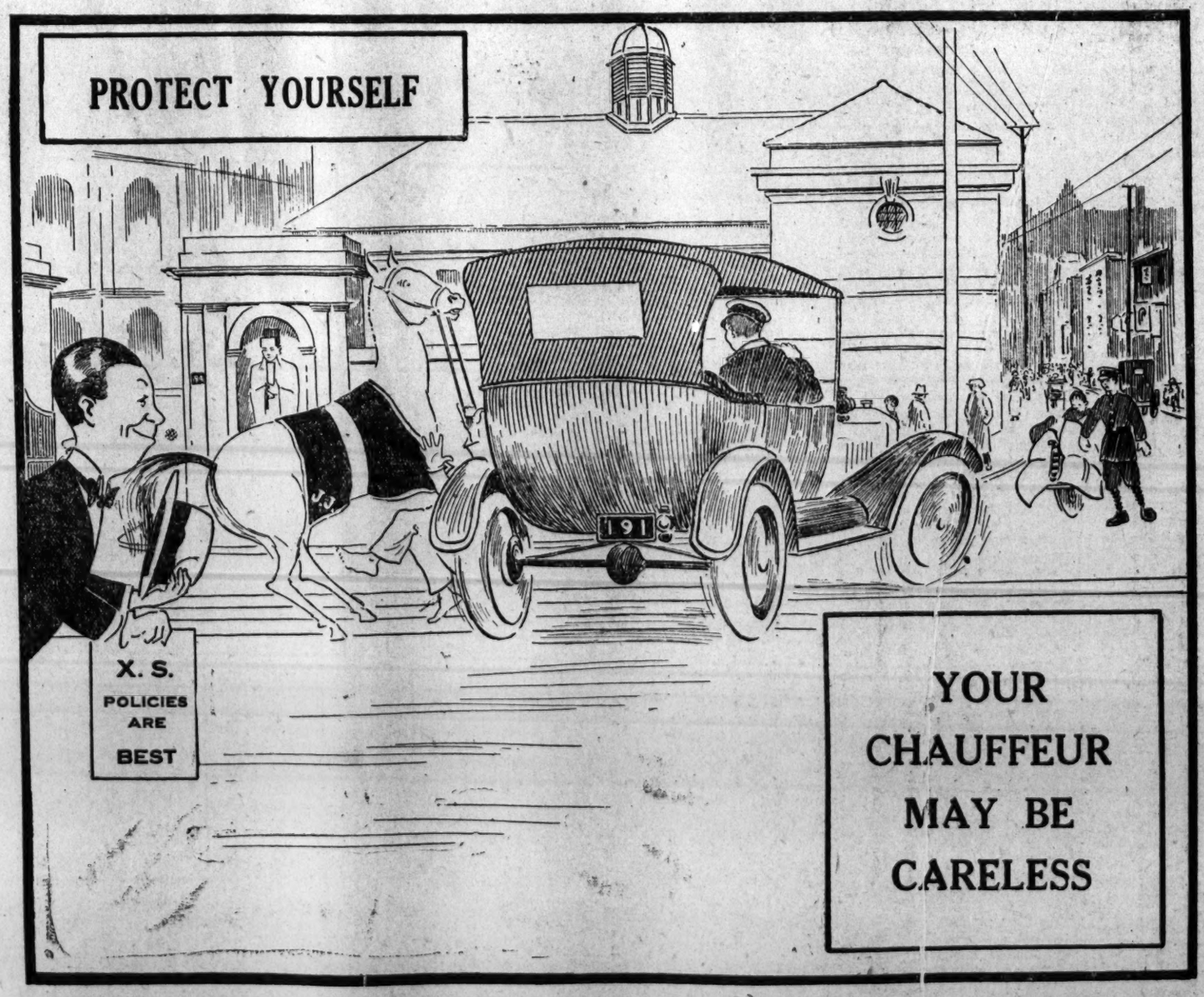


China Press Sports

SHANGHAI, SUNDAY, FEBRUARY 4, 1923

INTERPORT BEATS REST; SCORE IS 6-0

Team Going To H'kong Shows Wisdom Of Pickers

XAVIER STARS

Johannson Not At Home At Center Forward; Dailey Off

BY "WHISTLE"

The Interport team donned their nice new singlets and their nice new badges yesterday and turned out to show what they could do at football.

The only trouble was that The Rest was not strong enough to extend them, with the result that several players did not seem to be all out, and took things very easily.

The Rest were by no means so outclassed as the score suggests, however, and for a considerable period of the first half played ten men, Ollerdessen being carried off after being laid out by Mears, who played the man too much in the first half. Evans substituted in the second and played good football.

The Rest got away first, Moosa and Sofoulis working down but were unable to pass Quayle, and the Inters soon took up the running. Wilson going away, and passing finely, Johannson was given a perfect chance with only Forshaw to beat, but he foozled it.

Again The Rest made a dangerous rush, Quayle saving at the critical moment. Then the Inters came away strongly. Pressing hard, and mostly from the left, one nice combine between Wilson and Coulcher left the latter on the line, and he hooked back a deadly one which hit the upright. Coulcher following shortly with a rush on Forshaw and putting in a dropping shot which Baker could only save with a corner.

COULCHER STARTS

For some time the defence held, Xavier playing a wonderful game but at last a slip of the defence gave Coulcher a chance. He ran through and drove, Baker got it out after it had crossed the line, but Coulcher picked it up again and finished clear.

Away went The Rest, Gutierrez slinging clean across goal, Sofoulis rushed for it but was just short and Remedios cleared.

Several Inter attacks followed, one fine pass by Dailey going clean across only to be returned equally well by Wilson to Johannson who placed on top of the net, and another nice one from the right nestled in Goldman's "tummy" whence Baker annexed it and cleared.

WILSON GETS SECOND

Continued pressure by the Inters was soon rewarded. Coming down in line Johannson was placed in a fine scoring position but waited, and when he did loose, Baker was there but failed to clear cleanly, and Wilson rushed in, netting the ball at something like 100-mile speed.

Still hopeful, The Rest kept at it, Wade passing to Sofoulis who hustled past Mears and Quayle but could not get in a shooting position anyhow, and Remedios saved easily.

Bad luck still hugged The Rest when Gutierrez sent in a peach of their first corner. It beat the backs, and Tordy took it, placing just outside the upright.

On resumption, The Rest were first away again but found the defence too good, and early in the half Goldman scored a third from a pass by Wilson. It was more than a doubtful goal as both Goldman and Johannson were offside apparently, and Forshaw did not trouble himself.

WILSON AGAIN

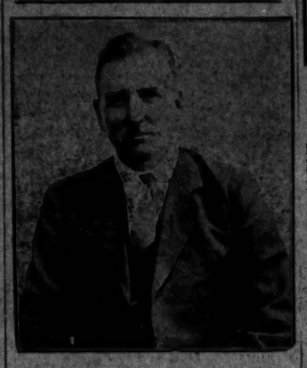
Strong pressure was sustained by the Inters, and Baker was called on to save a hot one by Wilson which he did, but soon after Goldman, opening out to Wilson, put in one which Baker misjudged. It crossed the line before he touched it, and then he failed to hold it.

Though four goals down, the Rest were by no means dead. Wade, Sofoulis and Moosa were always worrying the strong Inter defence, and were always dangerous. Moosa was playing finely, but he went to the center too much and starved Gutierrez at outside.

Time and again Remedios had to step lively, but Quayle and

(Continued on Page 3)

Thirty Years In Police



MR. A. EEK

EEK is celebrating.

Thirty years ago he landed in Shanghai as a member of the Municipal Police, and was assigned to the old Central Station as a constable. This was in 1893, about the ninth of January.

Today he is one of the best known sportsmen in Shanghai and a dyed-in-the-wool fan at practically every indoor or outdoor game. And he is one of the most popular.

For some twenty years he was a football star and, in addition, he swung a nasty cricket bat. He played left half back for the old Rangers, long before the Police Football Club was formed, and for years played cricket with the city's finest.

He has won monthly medals in Junior Golf Club competitions, has been singles champion of the Recreation Club Lawn Bowls Section, and was a great billiard player in his younger days. And what Eek doesn't know about bridge, Mr. Hoyle does.

If its a baseball game, a cricket match, the races, the lawn bowls greens, a billiard final or a football game, there you will find A. Eek. And he also finds time to shake hands with Colonel Bogey now and then. Or shoot a game of billiards.

Eek has a record of thirty years' efficient service in the local police department and has risen from a uniformed constable to the rank of Chief Detective Inspector, attached to Louza Station where he, Mrs. Eek and Jorga reside.

Eek is celebrating.

And quite right, too.

YOUNG RUNNERS SHOW UP WELL WITH HARRIERS

The younger runners clearly showed the way with the Harriers over a course of 3½ miles course in the Kiangwan district yesterday. After Pilley had made the pace for the first two miles, Moffett took the lead. Then Pierce, who is better known as a quarter mile man, went to the front.

Half a mile from home these three runners were all close up together, McKenna bringing up the junior pack. There was a good race in the last half mile when Pilley again assumed the lead and arrived home first after Pierce looked all over a winner, Moffett being a close third. These three runners showed greatly improved form and will be in the first flight in any race during the season. T. McDaniel and W. Lawton also showed up well, finishing fifth and sixth respectively.

A few runners arrived too late to take part in the run having to be contented with watching a great finish with the young runners, who are moving in excellent style.

The first six men home were:

E. Pilley	1st
H. Pierce	2nd
A. Moffett	3rd
T. McKenna	4th
T. McDaniel	5th
W. Lawton	6th

Next Saturday's run will be over a selected course of 4½ miles, with fast and slow packs out.

ST. XAVIER TEAMS WIN TWO FROM AMERICAN SCHOOL

Junior and midget soccer football elevens representing the St. Xavier's College defeated the American School teams at Hongkew Park, Friday afternoon.

The junior match was close throughout most of the first half, which ended 1 to 0 in favor of the final winners, but the Saints pushed through a good passing attack in the second period, which baffled their opponents. The final score was 5 to 0.

In the midget contest, the boys from St. Xavier's ran wild, the score standing 15 to 0.

SPORT AND STAGE

BY DOMINO

RHYMES OF THE TIMES

(Westa's story about the Cathedral School's Golf Championship is so full of healthy humor that it calls to mind the fact that at St. Andrews the Rules of Golf Committee stated that they had no intention of doing away with "the fun which the stymie provided.")

* * *

Many the changes, hard and cruel
Arising from the World Wide War;
Milk, isn't right—costly is fuel,
Post-bellum whiskey costs you more;
But none may alter by a jot
The game that made us—you know what.

* * *

Shrofts! They have lost their grace of manner
And flappers half their length of skirt;
Under the Bolsheviki banner
Our demagogues grow loud and pert;
But through all change for good or ill
Thank God we keep the stymie still.

* * *

Bunkers are good to cure depression;
So is the slice that finds the whin;
A lake that drowns a long procession
Of brand new balls will make you grin;
But, oh, the other fellow's ball
Dead in your line is best of all!

* * *

How often, being laid a stymie
That fairly blocked my winning stroke,
I've said to my opponent, "Blimey,"
This is indeed a topping joke;
This" (as I wept hot tears of joy)
"Is good enough for Punch, my boy."

* * *

Happily Scotland now as ever
Stands where she did in point of mirth;
Her sense of humor, failing never,
Can see the finest jest on earth;
So let us all, both Yank and Limey
Sing praises for that bally stymie.

* * *

TOM

It is a curious thing how popular Toms are. I can call to mind any amount of Toms and they all seem to have been jolly good fellows. It was only a few days ago that Tom Jones arrived at the Lyceum, and folk have been flocking there nightly to see him and his companions. We will say a little more about this stage Tom in a moment. Then there is Tommy of the Atkins tribe. As Kipling says: "He's an absent minded begger," but he's all there when a little job wants doing and he does it with a grin. That is the fighting Tom. And then there is Tom Wade. I have bad news for the World of Sport and Good Fellowship. This Tom is leaving us and taking up his residence in Tientsin. Tuesday next is the very day of his departure and right sorry are his many friends to see him go. But the B. A. T. must be served, and that company have to put the good men in the places where they think the best work might be done.

* * *

TOM WADE

Tom Wade is one of the most popular and best all-round sportsmen in Shanghai. He comes from a family of sports. His brother John not only plays soccer but he also stands high among the local tennis giants. This Tom, who is leaving us, has been for over fourteen years one of the Recs. That fine old sporting organisation has its own special pet name for Tom. They all call him the Wizard. So he is when it comes to controlling the football. The Recs won the league seven years in succession in the palmy days just before the War, and Tom was on the team every year.

I have seen him, with his brother John, racing down one of the wings and giving the opponents any amount of anxiety. I have seen him also at half back where he has saved his goal time and again by his brilliant tackling and fine clearing. He has been a wonderful boy and the Recs will sadly miss him. Yesterday afternoon he captained the side that tested our interport team. I hear that it will probably be his last match. Tom is still a young man—he is in the early thirties—but he put in some rather strenuous years from 1914 to 1920.

When the Great War broke out he was one of the first to change his name from Tom Wade to Tommy Atkins. He was one of that great bunch of local boys who sailed away for King and Country to great glory on the Suwa Maru. He wasn't long getting into the scrap. He was generally in the thick of things and three times did Fritz pot him so that he had to go to Blighty. Even when he was passed out unfit he whispered to himself "Nothing doing." He was back again with the Labor Corps and mending where before he destroyed.

There were times, when in England, that this Recs soccer lad had the chance of showing the

(Continued on Page 3)

Fight Is For Second Place In Basketball League; Coulcher Scores Most Points

BY TOMMY GRAFTON

Carl Neprud's Rowing Club Blues made the 1923 pennant a certainty last week by defeating both the Bearcats and the American School. The Blues have been going strong of late, and there seems to be no earthly chance of them being stopped.

Monday, at the Rowing Club Kenny Irle's Bearcats had their last look at the flag, the Blues racing away in the first part of the game, and although the Bearcats came back with a hard effort to even up in the second half, the whistle stopped Irle's men before they could cut down the margin of points, and Neprud's crew won by a score of 25-18. This game definitely put the Bearcats out of the race, but the Blues had to defeat the American School before they could claim the championship.

Thursday evening the Blues triumphed over the School team. The lads from the American School put up a fierce, determined fight, but they were outreached, and were forced to resort to a long distance attack that fell short. In spite of a rally late in the first half, the Blues forged steadily ahead, and scored most of their points late in the second period, when the schoolboys were tired out. The final score was 38 to 19.

FIGHT FOR SECOND

With the Blues recognised as the league's best, the interesting struggle is now between the Bearcats and the American School for second place. The real sensation of the week came Friday when the Stripes pounced on the Bearcats, who were without Kenny Irle, and trimmed them in a weird game 20 to 18, after Johnson had scored for the Stripes in the last minute of play.

The Bearcats and American School teams meet at the "Y" gym Tuesday night, and if the lads from the School cop the game, the Bearcats will have to be content with the third position. If Irle's men win out, the Bears have the best chance for second, as they should easily defeat the Blues in their next game, when Coulcher and Goldman will be absent. The Blues with their full line-up will meet the S. A. S. five in the last game of the season.

In individual scoring Coulcher of the Blues again took the lead, closely followed by Doc Gray of the Bearcats, and Roy Squires of the American School. The highest scorers follow:

Coulcher, Blues	64
Gray, Bearcats	63
Roy Squires, American School	62
Ross, Stripes	61
Roxburgh, Bearcats	57
Neprud, Blues	56
Irle, Bearcats	54
Goldman, Blues	54
Shipley, American School	43
Dud Squires, American School	40
Levis, Public School	40

LEAGUE STANDING

	W.	L.	Pct.
Blues	14	1	.933
American School	11	4	.733
Bearcats	10	5	.667
Stripes	5	10	.333
Whites	2	12	.143
Public School	2	12	.143

The games this week are as follows:

Monday, 5:30 and 6:30, at S.R.C., Stripes vs S.P.S., Blues vs Whites

Tuesday, 9:00, at Y.M.C.A., American School vs Bearcats

Thursday, 8:00 and 9:00, at Y.M.C.A., Blues vs S.P.S., Bearcats vs Whites

Friday, 5:30, at S.R.C., American School vs Stripes

St. John's Basketball Team To Meet Foreign League Champs For City Title

Standing—left to right: I. K. Eu (Acting Manager), P. Z. Wei, Z. U. Yang, and V. T. Wellington Zia (Assistant Manager).
Sitting—left to right: P. T. Li, T. T. Mo, K. L. Oo, (Capt.), C. T. Zung, and T. T. Yui.

LUSITANO CLUB BEATS CUSTOMS BY 324 POINTS

The following are the results of the week-end match between the Customs and the Club Lusitano, which resulted in a win for the Club Lusitano by 324 points.

CLUB LUSITANO

J. P. de Campos	300
G. M. P. Remedios	300
A. F. Gomes	300
J. M. C. Lopes	300
F. M. Alvares	300
Total	1500

Mr. A. F. Gomes made a break of 55.

CUSTOMS

Capt. B. H. Gowing	289
J. Maggs	180
Capt. E. B. Green	296
T. Mellows	180
A. G. Chapman	231
Total	1176

CORREA IS HIGH IN HONGKEW GOLF CLUB TOURNEY

The January monthly competition of the Hongkew Golf Club was held last Sunday under unfavorable weather conditions. Conditions were medal play, 18 holes. There were 15 competitors and the following are the five best scores returned.

A. M. Correa	96	10	86 (a)
C. M. Sequeira	93	4	89
T. Collaco	99	9	90
V. O. Remedios	96	5	91
A. Encarnacao	102	6	96

(a) Winner of medal and first leg on cup.

The competition for the encouragement shield (Presented by "Well-Wisher") will take place this month. Conditions will be announced later.

Members are reminded that the first Championship competition of the Club will take place at the beginning of next month.

Entries will close on the 28th inst., with Mr. A. M. Collaco, Honorary Treasurer.

Last Test Match On At Wellington

(Reuter's Service)

Wellington, N. Z., Feb. 2.—The third and last test match between England and New Zealand opened here today in fine weather before an attendance of 2,000 people. The wicket was fast.

New Zealand were all out for 166, to which Bernau contributed a sound and agressive 61. Calthorpe bowled excellently taking 6 wickets for 53.

At the close of play the M. C. C. had scored 180 for three wickets. Chapman carries on with 69 not out.

Quintet Coached By W. M. Porterfield Goes Through Chinese Series Without Losing A Game

BY K. S. CHANG

Going through the championship series without a single defeat, scoring 358 points to its opponents' 154 the St. John's basketball quintet has achieved an enviable record this season in the Chinese Basketball League which was officially closed last night.

THE COACH

W.M.Porterfield

The St. John's basketball tossers are the undisputed champions of the Chinese league today, and they are to be congratulated for their remarkable success in winning not only the title and the big silver trophy, but also the privilege of meeting the winning team in the Foreign League for the championship of Shanghai.

The Chinese champions have been under the coaching of Prof. W. M. Porterfield, well-known Shanghai sportsman who is best known as a star on the local baseball diamond. With his keen knowledge of the game and skilful handling of his men, he has succeeded in training his team to win this year's league title and the inter-collegiate basketball title for two successive years. He is confident that his team will again win the intercollegiate championship this spring so that it may annex the trophy which goes to the quintet copping the title three successive years.

K. L. Oo, captain of the team, and T. T. Yui, better known as "Donkey" Yui, are two of the fastest forwards among the Chinese basketballers in this city. With C. T. Zung at center, they form a dangerous and systematic offensive line, T. T. Mo and F. S. Tsang at guard positions make the team a complete aggregation.

The Chinese League would have enjoyed a greater success, had the Nanyang team participated in the series, and had, not the Fuhtan and Shanghai College teams dropped out in the second round. The refusal of the former to join the league was because most of their basketball players were then on the football team, and the quitting of the latter two teams was because of the final examinations in their schools.

The committee of the Chinese League appreciate greatly the generosity of Mr. T. T. Chow, who kindly donated the big silver shield to the winners and helped a great deal in the success of the league. Mr. Chow himself is an ardent lover of sports, and it is men of his stamp who do so much to encourage the different branches of sport in the Chinese community.

THE DONOR

T. T. Chow

ST. JOHN'S RECORD

Here is the record made by the Saints in their fight for the title.

St. John's	31	vs	All-Whites	24
" "	44	"	Shanghai College	18
" "	60	"	C. B. C.	20
* St. John's	2	"	Amateurs	0
St. John's	24	"	Fuhtan	16
" "	41	"	P. S. C. A. A.	14
" "	74	"	C. B. C.	15
" "	25	"	All-Whites	21
" "	55	"	Amateurs	26
* St. John's	2	"	P. S. C. A. A.	0
	358			154

*Game won through forfeiture.

Boxing And Wrestling Show To Help Russian Refugees

Shanghai is in for a big boxing and wrestling carnival at the Town Hall Tuesday and Wednesday nights: George Parkes has arranged three scraps and as many wrestling matches each evening, in addition to exhibitions of weight lifting by Martinoff, who is a Russian and claims the championship of the rest of the world.

Bauman, a Swedish wrestler, also has a record a mile long while the Italian Pogello has a large number of medals on exhibition in the Shanghai Stores.

It is an unusual array that Mr. Parkes has corralled to perform in aid of the Russian Refugees who are attracting so much attention at present because of the pitiful condition of the cadets at Jessfield Road.

For instance, look at Bauman's record:

Olympic games in Stockholm 1912, silver medal, honors with belt and Championship. Winner of Olympic games in Kief 1912; Gold Medal. Olympic games in Riga 1912: First prize, Gold Medal. Exhibition of Physical Culture in Austria (1912) 1st in scientific wrestling. Germany Olympic Sports (Champion of his weight) Gold Medal, diploma and cup. Physical Culture exhibition in Harbin, 1st prize.

Here are some of the features of the program and a list of the officials:

BOXING BOUTS

Ten rounds—Carlson vs "Baby" Seimsen.

Six rounds—A. Ezra vs Favacho.

(Continued on Page 2)

BEITH WINS PAPER HUNT ON LIABILITY

Drakeford Is Heavy Weight In Gruelling Run; Many Falls

LADIES STARTLE

Bonny Ones Ride Over Stiff Course; Mrs. Lester Is Winner

BY JOHNNY WALKER

The Lady Pack met at the Aerodrome Hungjao Road Extension at 3 of the clock last Sunday.

It was bitterly cold, albeit sunny, with a north zephyr blowing that cut like a whip lash. Poor Scribe, who had been riding all morning, was hoping his pony wouldn't turn up, for being one of the Wise Men, he has the privilege of following behind to pick up and dust the fallen. But pony was there right enough; so with a groan he got up and then felt happy, for the Lady Pack was one of the bonniest that ever gladdened the heart of solitary old hound. Seven couple there were, bright eyed, cherry lipped, keen to be away.

The Master had all his work cut cut to keep them at heel, but his noble and commanding presence (he is one of the strong silent men whom women adore) kept the pack in order. Baring his head, which gleamed like ivory in the sunlight, he expounded the rules of the game and then said Avaunt. With a yell that was heard on the Bund, the fair ones avaunted, no nonsense about them, they were out for blood, they recked not of rough going or big jumps.

WISE MEN HURRIED

Away they went through Yellow Joss Village and down Monument Line going like smoke. One nice little piece did the once over but was salvaged, patted on the back and sent away again to join the Pack now going through Moleskin. The Wise Men had to cram on their hats and ride dam hard to catch up for there were no flies on the Ladies. They were all imbued with what is called the speed bug. Due North from Moleskin to the three platforms leading to Long Village Line where Beautiful K-K-Katie stood on her head, but Bertie Burkill caught her pony and K-K-Katie joined the field across Hungjao Road where green scent called a halt.

The Markis and his noble wife who own two furrow of cabbages at this spot were busy flinging around scoops of green scent but nobody got sprinkled, so that was all right.

Here came unto the Scribe, the Inevitable Billy and the Spouse of Kenny saying there is no speed in this run, it is dead slow. And the Scribe answered and said then take ye an aeroplane. But they were in earnest!!

MRS. BODGER HURT

Off again, along inner Barrier, to a check at Drop and Crawl. Back they went, and picked up paper towards Suez, a big honest jump, where Mrs. Rodger took a nasty purler and hurt herself somewhat. Over Pons Platform through Panama to Slough of Despond. Scribe had headed the Pack by a short cut to see how they worked and was surprised how they stuck to the trail. Mrs. Fitz was leading here but later got stuck up by her pony at Dallas's Grave and Clear Water, at which spot one dear lady looped the loop, as likewise did Mrs. Wright as she got back on to Rubicon Road.

Down the road for a long furlong, and then came past the Wise Men a bonnie lass with English roses in her cheeks, going like hell, the very incarnation of speed. How women have the pluck to go like that is amazing. A mere man darn't do it.

Splash into Rubicon Creek, whoop up the steep bank and then tails up, hey for home, the flags in the far distance on Yellow Joss Line and the ladies going to them whip and spur.

MRS. LESTER AGAIN

Mrs. Henry Lester scored her second win beating The Inevitable Billy by a length after a gallant, well-fought finish and a gruelling ride that took in some of the biggest jumps in the country and also took away The Wise Men's breath. The Ladies have the Young Men absolutely skinned.

The Card

Start: Aerodrome.
Finish: Yellow Joss Line.
Laid by: Mr. N. L. Sparke.
1.—Mrs. H. W. Lester.
2.—Miss Billie Coutts.
3.—Mrs. J. K. Brand.
4.—Miss Mitchell.
5.—Mrs. Robbie Bremner.
6.—Mrs. N. L. Sparke.

Beith Is Winner Of Hunt Yesterday

BY JOHNNY WALKER

The cold winds and frost of the past week let up a little for yesterday's hunt, the air was warm and balmy and life felt very good. But the country promised to be very hard and dusty, for rain is badly needed, not only to give the hunt good going, but for the crops also.

A case of a man falling off, getting hurt and another young feller of the same weight who had come to grief at the same time, catching t'other feller's pony and finishing the hunt on him, has been put to The Scribe, would that young feller be qualified to win? According to part XXVI para 17 of the National Hunt Rules, the answer is in the affirmative. Scribe knows of no rule governing such an instance in Paper Hunting, and as one has never been raised the verdict is doubtful, but Scribe would say a Young Man must finish with the pony he started on, or otherwise be disqualified. We might have some of the smart lads doing a quiet swap in the middle of a run otherwise.

PONIES DEMAND CARE

One old riding man draws attention to the fact that so few riders after a hunt look their ponies over to see if they have over-reached or got cut, and further bemoans that very few go down to the Stable afterwards to see if old pony is all right or not. Too true. The Young Men are so keen on mopping up a few gins and telling why they didn't win that the gallant little ponies who has carried them bravely and well get left to the Mafoo's tender care.

Several spectators also are getting angry with the joyriders who mess up the Starts and Finishes. Dam lot of tinkers they are! Only yesterday a whole school of them were chased off Long Village Line by Mr. Blix just before the Hunt came along. Good lad Blix. Now if a few more good lads would do a job of work at the Finish and keep the Mafoos back, many a harassed Fox would be grateful. The Young Men are all more or less dotty after a hard run in, but that's no excuse for them to dismount in the fairway. They should pull out to the side and give the riders behind a chance.

BIG FIELD OUT

A very large field turned up to chase Springle yesterday. He had shut up his Tripe Hounds in The Lyceum and gone into business for the day as a Fox, and a very good Fox he proved, for he laid all the biggest stuff he could find and being in very familiar country, the checks were hardly any use. Hence speed!

What a cloud of dust hounds raised as they went down the first line of jumps! It was like a battlefield, one couldn't see the jumps at all and the Young Men did the once over in scores. Wast want scent over three platforms, after which the leaders checked towards Hound Line, for which Scribe said Glory be, now I'll push off towards Moleskin and be with the leaders out of the dust. And it was so.

Several fell at the jumps on the high ground before Moleskin, and two came awful purlers on Monument Line. Scent was rather thinly laid, for the leaders faltered in doubt twice, but The Inimitable One who has a nose like a bloodhound carried on across the two platforms and down Yellow Joss Line, and so got a fine lead. He wasn't hunting paper but was going by the Chinese gentry who were crowded on the graves, thus giving the trail away. But his visions of a getaway were spoiled by green paper at a Bridge close by Rubicon Creek where quite a long wait ensued whilst stragglers came up. This part of the run was fine anyhow for the Scribe, for he was free of the dust with his back to the glaring sun.

DUST PRETTY BAD

All over, away again, dust and ashes, it was awful, but Rubicon Creek kept a few back and once again the field tailed out. The Inimitable One came an awful smeller on Rubicon Road but this didn't daunt him for he finished very well up. Now came Clear Water, which soon got muddy and full to the brim with Young Men and ponies. Jove, how the fellers did go to it, like pigs to swill. Scribe went over with a Young Man each side of him, but they both went in. There's nothing to beat hunting.

Dallas's Grave came next and got a few victims. Here the leading hounds overshot scent and came tearing back to Family Tree Wade, but a good many of the rearguard got there before them and the jam into the Wade was awful. Curses and mud flying around, it was a relief to get through safe and sound, if bespattered.

Straight ahead from the Wade, and then the Fox dropped his cards at what seemed a terrific jump, which Scribe does not remember being laid before, and was quite puzzled for a time. As a matter of fact this jump is a continuation of the old Slough of Despond Platform. It is very big but very honest, though many of the Young Men will not agree with the latter description.

Panama, an awkward one, came next, where two hounds crashed, some small jumps and then Pons Platform. Here the pace was fierce, and continued so even over the distressing rolling rut and furrow to Barrier Line. Many disasters occurred at this section.

BEN O'BEITH WINS

The last stretch was west into the eye of the sun, ponies noses away from stable, but then a Fox can't always finish towards the East, though this latter is a point to be considered.

Barrier Line as usual was big jumping but awkward when a riderless pony hampers you as one did Herlofsen and The Scribe. However, all's well that ends well, and Scribe came home all in one piece, to find Ben o'the Tribe o'Beith was the winner with Young Drakeford as Heavyweight. Good for them, for this was a hunt worth winning, hot from Start to Finish, and those on the Card deserved to be there.

By the way, Springle's tripe hounds run at three in the afternoon, not two as announced.

Scribe draws attention to the announcement below of an Unofficial Handicap to be run at Kiangwan next Sunday afternoon.

THE CARD

19th Hunt, Saturday, Feb. 3, 1923

Start: Long Village Line. (Pinkies Finish).

Finish: West end Barrier Line.

Laid by: Messrs. N. O. Springfield and H. Maitland.

1—Mr. B. D. F. Beith on Liability.

2—Mr. V. Halmovitch on Yellow Peril.

*3—Mr. T. G. Drakeford on Seabird.

4—Dr. C. Noel Davis on Duncan Gray.

5—Mr. J. H. Liddell on Coutt's Grey Griffin.

6—Dr. J. Edgar on National Union.

*Heavyweight.

UNOFFICIAL HANDICAP

With the support and approval of the Stewards of the Shanghai Paper Hunt Club an Unofficial Handicap will be run in the Kiangwan country on Sunday, February 11, starting at 3:30 p.m., W.P.

The course will be ridden over today and paper will be laid so that intending starters can learn the course during the week.

The Handicap (which does not qualify pony or rider for the Paper Hunt Races) will be based on weight of rider, irrespective of pony, and, for the purpose of handicapping, weights as published in the Hunt Handicap of January 17 will be taken, unless there is any material difference which must be notified with entry. Ladies will be allowed to compete, and three prizes will be given.

For the First light-weight 160 lbs. or under.

For the First heavy-weight 161 lbs. or over.

For the First Lady finishing.

The Handicap will start in 5 classes:

Ladies 4 minutes start.

Heavy-weight 181 and over 3 minutes start.

Heavy-weight 161/180 2 minutes start.

Light-weight 141/160 1 minute start.

Light-weight under 141 Scratch.

Course about 6 miles.

Entries (No Entrance fee) close on Friday, February 9, at 7 p.m. at the Grand Stand, Shanghai Race Club. There is a list on the Paper Hunt Club Notice-Board on which intending starters are requested to write their names and weights.

Martinoff Will Be Seen At Town Hall

WORLD'S Champion heavyweight lifter and wrestler will appear at the Town Hall on Tuesday and Wednesday nights at raise funds for Russian refugees.

Best Center Three Quarter In Rugger, Les Cubitt, Says Shanghai Is Okay

Les Cubitt, regarded as the greatest center three quarter in the world of rugby football, says Shanghai is O.K. The Kangaroo captain is here with Harry Millard to secure a soccer eleven from China to tour Australia, and both are getting a great kick out of this city. They will remain here until May coaching and making arrangements and will accompany the Chinese athletes through Australia and New Zealand. Cubitt is willing to help the local rugby players prepare for interport battles. He was an interested spectator at the Race Course yesterday.

Les Cubitt has a wonderful record in football. Entering the rugby arena as a schoolboy at the age of 12, he quickly climbed the ladder until at the age of 14 he was chosen as one of the team representing the combined New South Wales Public Schools who played against Queensland. Continuing in the grades until the age of 16, he then entered the ranks of Junior football, competing in the cup ties at Sydney. He was again selected as one of the team representing the New South Wales Junior grade. In Senior football at the age of 18, he played for the Globe District Football Club, and that year was chosen to represent Australia in the international contest, gaining his first international cap.

His quick rise from Junior ranks in one year to international Senior football the next is a feature of his brilliant career as a footballer.

Since 1911, he has been member of every international team chosen to represent Australia.

He has been a member of 20 touring teams in matches against interstate and international teams in Australia and many parts of the world.

He captained the Kangaroos throughout their memorable tour of Great Britain in 1921-1922, where they participated in 35 matches, winning 26, including matches against All England. The team returned through France and the United States.

Cubitt is a back and although he has played in every position in the back division, he is regarded as the greatest center three quarter in the Rugby world today. In one tour of New Zealand in 1919 he scored 25 tries.

Being possessed of plenty of pace he has competed successfully in amateur running events, being credited with running even time for 100 yards.

Cubitt is particularly impressed with the ability shown by the Chinese as footballers and is convinced that a visit to Australia, and competing against Australians before an Australian crowd, will ensure for the Chinese a place on the sporting map of the Pacific and possibly further afield. He is of opinion that every effort should be made to select the very best material available in China for the team about to embark, on this first tour of Chinese to a European country to compete against their European athletic brothers.

Millard has had considerable experience in the management of athletic teams throughout Australasia, having been a participant or official for the past 14 years.

During the war he was in charge of the athletic branch of the different units he was connected with, and is conversant with the requirements of athletes on tour.

The team travelling under the management of these two gentlemen will have the benefit of their long experience in athletics and as they are conversant with the conditions in Australia and New Zealand, they will be able to remove any evidence of strangeness likely to come to a team visiting a new country for the first time.

After Soccer Team

HARRY Millard (top) and Les Cubitt here from Australia for a Chinese soccer team to tour the Antipodes. Cubitt is one of the world's greatest rugby football players.

MARTIN'S
APIOL & STEEL PILLS
for Ladies
A French Remedy for all Irregularities.
Thousands of ladies keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the system a timely dose may be administered. Those who use them recommend them, hence their enormous sale. At all Chemists and Stores, or post free $5. from—
MARTIN, Chemist, SOUTHAMPTON, Eng.

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W. T. Findley, M.D.
36 Nanking Road, Tel. 1928

Boxing Show To Help Refugees

(Continued from Page 1)

Jesu vs Mercado, J. Johansen vs Manikus.

The Herzberg Twins.

Heavy weights—Burmester (Estonia) vs Pogello (Italy).

WRESTLING MATCHES

Bauman (Sweden) vs Vassillief (Russia), Knejik (Bohemia) vs Pogello (Italy), Ottos vs Yakovleff.

Display of muscular structure by the Swedish Champion, Bauman.

Feats of strength by the Russian giant and World's Champion, Martinoff. — Exercise with heavy weights, tearing two packs of playing cards in half, breaking stone with the bare fist, driving nails into a thick wooden board with bare hands, bending of iron bar, breaking a silver dollar coin with the bare hands, carrying 16 full grown people, human Carousel. Martinoff will carry an iron raft on his neck with 20 people hanging on both sides.

Owing to the length of the program the performance will commence at 9:15 o'clock sharp.

OFFICIALS

Referee: Llewellyn Jones, W. Beatty. Judges: Engineer Lt. Commander Harvey, R. N. Hon. Surgeons: Dr. Marshall and partners.

Time-keeper: S. J. Leeks, 10 seconds check: J. J. Sheridan. Master of ceremonies: Chas E. Shepherd. Officials in waiting: G. Hersberg and Capt. E. I. M. Barrett.

Trophies have been kindly presented by Messrs. J. Spunt, Percy Fowler and Chas E. Shepherd.

More trophies are required, and lovers of the game with a cup or two to spare might communicate with the promoter, G. H. Parkes.

South American Sails For Fight

Exclusive Dispatch To THE CHINA PRESS

Buenos Aires, Feb. 3.—Firpo, the South American Heavyweight champion, sailed today for New York to meet Bill Brennan in a match. He announced before sailing that he also hoped to get a bout with Jack Dempsey, the world's champion.

SHAVE YOURSELF
the comfortable Gillette way

THE progressive man *shaves himself.* He knows it is the modern way—the clean way—to shave.

He knows, if he uses the New Improved Gillette, that it is the easy, simple way to a smooth, clean face and a pleasing sensation of coolness.

He simply places a genuine Gillette blade in his razor; lathers thoroughly; and proceeds to shave with angle strokes.

The ever-keen Gillette blade needs no honing or stropping; it is always ready for duty. The New Improved Gillette Razor shaves clean, too, without pulling or chafing.

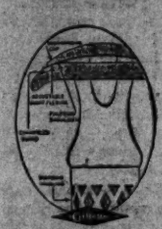
Start to shave yourself today—the Gillette way. Buy a New Improved Gillette, with its 12 double-edged Gillette blades (24 keen shaving edges).

At most good stores and bazaars.

MADE IN U.S.A. Gillette KNOWN THE WORLD OVER

Gillette Brownie Safety Razor

For the man who wants Gillette quality and workmanship in a lower priced razor than the New Improved Gillette, there is the Gillette BROWNIE, illustrated above. A sturdy, serviceable razor in a compact little case. Sold with 3 double-edged Gillette blades (6 shaving edges), at a price within reach of all.



The leading features are:

1. *Fulcrum Shoulder*
2. *Overhanging Cap*
3. *Adjustable Short Flexure*
4. *Channeled Guard*
5. *Micrometric Precision*

The New Improved Gillette Safety Razor uses the well-known Standard Gillette Blades and greatly increases their effectiveness.

Ask your dealer to show you these razors
Gillette Safety Razor Co.
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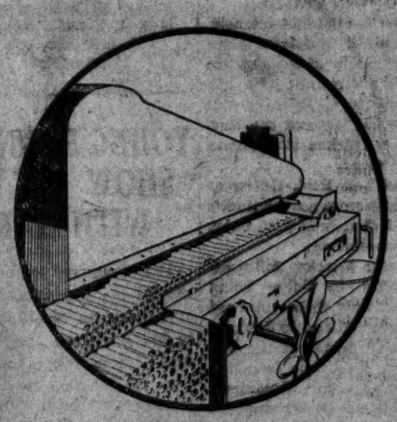
HYGIENIC
MACHINE-MADE
Cigarettes



OBVIOUSLY
MACHINE-MADE CIGARETTES
are more HYGIENIC and more
CONSISTENTLY WELL MADE than
those made by any other process.

In the manufacturing of "CAPSTAN" Cigarettes for instance;

POINT No. 1

Pure dust-free tobacco leaf is fed to Modern Machines in Model Factories and no soiled human hand comes into contact with the cigarette during the process of manufacture.

POINT No. 2

Machine-Made Cigarettes are uniformly well made. Each paper receives its proper quota of tobacco leaf and is rolled to the correct degree of "tightness". This Uniformity is impossible to attain under any other process.

"CAPSTAN"
THE COOL HYGIENIC SMOKE

ASK THE MAN WHO KNOWS!

This advertisement is issued by the British-American Tobacco Co. (China), Ltd.

Sport And Stage

(Continued from Page 1)

home folk the variety of football we play out here. I fancy Hardy, the great international goalie, who was capped no fewer than seventeen times, still remembers the day when Tom got within range and sent three balls past him without giving him an earthly. Great stuff to be able to get by Hardy. Tom did it.

If he did gather bits of the lead put over by Fritz he also gathered to himself a charming little lady who now glories in a hubby and two bonny babies. We're going to lose the lot, and Tientsin is going to be the better off for them.

When Tom got back to Shanghai in 1920 he at once got busy with the Recs again and also joined up with that fine crowd, the Machine Gunners. He has done yeoman work for both the club and the company. They will both miss him.

Tom has represented Shanghai in every Interport Soccer contest that has taken place in the last fifteen years. There is little doubt that had he been available he would have been making the journey to Hongkong with the lads who are hoping to bring back the flag of the Southerners.

Football is not the only game he excels at. Many of us can recall those great days some ten to fifteen years ago when we had the walking races. What glorious times! Those were the days when everyone knew everybody else. How the Irish team trained and trained to get in just a neck in front of the English. But every nationality was represented and the event generally took place on a Sunday morning. I remember on the Sunday that the last of these races took place—why not revive them?—and having spotted the winner I rickted down to church just in time to find Dean Walker entering the Cathedral. He turned and whispered "Who won." I told him, and his face beamed as he said "good" and joined the choir with a lusty "Amen."

Well, gentlemen all, and ladies too, if your sweet eyes ever travel the length of these columns, this Tom walked in most of these races. Twice he managed to secure second place, and then he rejoiced the heart of his Dad—a great sportsman—by at last travelling the fifteen miles well ahead of the rest of the field.

Tom Wade is leaving us and it isn't only the Recs and the Machine Gunners who will mourn his loss. Every sportsman in town will miss him. He carries away with him our united best wishes.

• • •

TOM JONES

"Full House" seems to be the nightly sign at the Lyceum Theater these days. This latest A.D.C. production has hit the town hard. Well it might do. I'm glad to note that on Thursday afternoon the youngsters will have a chance to listen to the delightful melodies and see the characters of German's comic opera. The doors will open at 4:30 p.m. and just an hour afterwards the curtain will rise and three hours pleasure will ensue.

The last two performances are definitely announced. Friday night and Saturday. It behoves those who have not yet seen the latest triumph of the Club to bestir themselves. We're all going again and for the fourth and fifth time.

I wonder how many folk have noticed the new proscenium drop that so nicely harmonises with the A.D.C. green plush curtain. It is worth looking at. Look up! Look up! It was painted by that fine artist Papini at the instigation of Mr. "Bill" Armstrong, the popular manager of the theater. I hear that it has been presented to the A.D.C. by the said "Bill" in token of his forty years pleasant association with the theater and Club. Well, here's to another forty years, Bill!

• • •

OLD BILL

As a matter of fact "Bill" Armstrong isn't old at all. It is true that he has been here since 1882 and that he has always looked upon the Lyceum and the A.D.C. as his two hobbies. For years and years and years he worked with his old chief, dear old Pa Wingrove, the father of the present Reggie, who produced "Tom Jones" and of Chris who painted the scenery. What wonderful work this couple put in! Many and many a time I've watched "Pa" with his hat perched on the back of his head and a cigar in his mouth—it was generally out—looking up at the borders or down at the traps and telling Bill that this or that might be done. Just as often have I heard Bill say "All Right" and in a few hours it was O.K.

Many a time have I wished the old gentleman back to give a hand out when things looked difficult. Recently I have wished his return more than ever. I could wish to have had him in the front row of the Dress Circle to witness the undoubted success of his son's show "Tom." I should have liked him to have seen and admired the scenery of yet another son. I should have enjoyed seeing him when Mrs. Chris Wingrove called for rounds and rounds of applause, punctuated by yells, by her excellent work as "Honor."

But just a work or two about "Old Bill." Just fancy, forty years! What a book he could write! Perhaps he will one day. I wonder how many folk know that this same "Old Bill" who is everything to everybody was once the first violinist in the old Philharmonic Society years ago. He still has a wonderful fiddle.

He played many a part for the A.D.C. and it was in 1906 that he actually took over the duties of manager of the theater. He had much to do with the production of "Monsieur Beaucaire" and at the great Coronation show given in honor of the late King Edward when he ascended the throne, it was "Bill" who made all the props necessary.

Tim Frawley still talks about the work that Bill put in when he first visited this port—how many years ago?

It seems that Frawley was on his way to Manila and he found that he would have to put in a night at Wcosung. He managed to get some sort of a boat to land him and he made Shanghai. He told Bill that if he could fix up some scenes he would play "Secret Service." Bill told him to go back and get his players. He did. Some hours afterwards Tim turned up again, and stage and scenes were ready.

That was Tim's start here. He had a wonderful house too. Our friend "Old Bill" can show many tokens of esteem from such well known artists as Matheson Lang, Madam Calve, Brough, Grace Perlotta, Hugh Ward and Fred Crow—Irving's manager.

I'd like to say a lot more about Bill. I must persuade him to write a book.

Interport Beats Rest; Score Is 6-0

(Continued from Page 1)

bad joss prevented Sofoulis and Tordy from getting there.

COULCHER ONE MORE

The prettiest goal of the game fell to Coulcher. A breakaway by the Inters finished by a neat pass from Johannson to Coulcher who put the ball ahead, and waltzed past Xavier and Forshaw, caught the ball up and gave Baker no chance.

The Inter left wing was playing great football this half and nearly everything came in from there, both Wilson and Coulcher were hustling down the shooting on sight, keeping the defence pinned in goal, and making a nuisance of themselves generally.

The final goal came from Wilson who put in a deadly one clean across goal, which produced a mixup in front. Baker saved once but Goldman, doing the half splits deflected the ball in with a twist of the right foot from a yard in front of the line.

No further scoring occurred and the Inters won a somewhat easy game by 6-0.

XAVIER STARS

The finest individual game was played by Xavier at right back for The Rest, it was a great exhibition of judgment, tackling and kicking, and on the day's play he was certainly as good as any man on the field.

Speaking generally, the game showed clearly the good judgment of the Selection Committee in their choice of players. They have got the best available, but it also showed an error of judgment in putting Johannson at center forward; he was not at home, and failed to handle the attack, largely from inexperience. He is a fine player, but should be put in an inside position for some time. Goldman is heavier, and quicker at getting away, and understands the center game more. Dailey was frankly off color. Probably he missed Phillips who, one understands, is injured—should he be unable to go to Hongkong why not put Johannson inside right?

Anyway, congratulations to the Committee on the team they have got together, and on the good looking singlets they have provided to keep the said team cool in the warmer climate.

CUSTOMS VS NAVY

This game was played at the Widow's Monument at 3 p.m. The Navy won the toss and played with the wind. Shortly after the start Edwards of the Navy scored their first goal. A few minutes after Coxall of the Customs equalled with a pass from Ogden to Lamb who headed the ball right into the net. Then a pass from Ogden to Barnes with which the latter made good. Half time came with a score 3-1 in favor of the Customs.

After Lemon-time the Customs played with the wind. Two minutes after the start Ogden scored and three minutes later Lamb again scored. A little while after this, Baird of the Navy scored their second and final goal. Directly after the Navy's score. Gibbons of the Customs netted a goal. Gibbons scored again from a corner kick which the Navy's goalie just managed to touch but could not stop. Barnes again scored and a few minutes before closing time Barnes scored the final goal for the Customs, making the score 9-2 to the Customs' credit.

CLUB LUSITANO WINS

The Club Lusitano was at home to the Hanbury School and came off winners by the score of 2 goal to nil.

From the beginning the ball was carried out to the Hanbury goal and the Lusitano missed a nice chance at goal. The ball was carried up and down the field continually and several corners were forced by both sides, but to no effect.

The Lusitano were given two penalties and missed both. Half-time score 0-0. With the second half the wind changed and the Lusitanians had to face a stiff wind, but the Hanbury School did not take advantage of the wind in their favor. A nice piece of combination between Collaco and Marcal saw the latter beat Toledo with a swift low shot.

The Hanbury seemed to dishearten after this goal and the halves forgot to feed the forwards, especially the outside right, who was the best of the quintette, but was absolutely starved.

A few minutes before the end of the game Collaco scored the second goal for the Lusitano with a low cross shot.

For the winners, Collaco and Marcal were the pick of the forwards, whose combination was exceedingly good.

The halves and backs played a strong defensive game, and the few erratic kicks may be put down to the wind.

Toledo at goal played a good game for the Hanbury. The backs were not reliable. Waller at center half was the hardest worker of the whole team. The Hanbury left half played a hard game and deserves special mention. The forwards did not combine well, Grain at outside right being absolutely starved. If the halves had given him more work the score may have been different.

Mr. Bridges held the whistle to the satisfaction of all.

FOOTBALL TODAY

The friendly match, Junior Athletic Club vs. "Wayfoong" football team, will be played this afternoon at the Hongkew Park, commencing at 2:30 p.m. sharp. The following will represent the Junior Athletic Club: A. Allanson, F. Gutierrez sr., J. Ribeiro, A. Collaco, A. Allemao, A. Sequeira, C. Castro, H. Ribeiro, F. X. Gutierrez, T. Aldeguer, M. Sequeira. Reserve: A. Carneiro, W. Sequeira. Linesman: M. A. Ferras. Referee: Mr. M. P. Campos.

POLICE VS. CHINESE RECS

To be played on West Gate Ground.

POLICE TEAM

Cameron, Biggs, Tabrum, Spence, MacDonald, Robinson, Lunson, Phillips, Hotchkiss, Watson (Capt.), Crowley.

Players to assemble at Louza at 2 p.m.

GIRLS WILL FIGHT FOR LOCAL TITLE IN BASKETBALL

A Shanghai championship will be at stake tomorrow afternoon when the girls basketball team from the Cathedral School will meet the sextet of lasses from the American School. The game will be played at the Rowing Club, and is scheduled to start at 4:00 sharp.

Both teams have been doing a lot of practicing lately, and a fast game is expected. The Cathedral School has the edge in the dope, as they won last year, and the S. A. S. team this season consists of practically new players.

The American School will be represented by Helen Newton and Margaret Smith at forward, Margaret Patterson and Ruth Estes as centers, and Elizabeth Grier and Mildred Martin at guard.

NOW IS THE TIME FOR ALL GOOD MEN TO TAKE OUT XS POLICIES ON THEIR CARS

Prospectus from:—

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LATEST SHAPES

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The dust test

The Bright Virginia Leaf of which 555 are made is selected in very small quantities at a time on the actual Tobacco Fields. Only 5 lbs. out of every 1,000 lbs. of Virginia Leaf grown are good enough for 555.

We then eliminate 30 p.c. of every Hogshead of Tobacco in the form of stalk, sand and dust.

Test this statement for yourself by tapping a 555 in comparison with any other cigarette.

Finally every 555 is each individually made by hand, thus preserving the beautiful mellow flavour for which 555 are famous.

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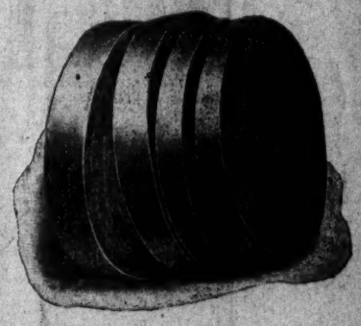

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Bringing Up Father

BY COLLY! THAT'S A FINE SOCIETY!
LADIES BENEVOLE SOCIETY
1
HUH! IT'S A WONDERFUL SOCIETY.
LADIES BENEVOL SOCIET
2
BY JIMINY! THAT'S WHAT I CALL SOCIETY!
LA BEN SO
3
BEFORE YOU TAKE YOUR COAT OFF. GO DOWN TO THE FLORIST AND ORDER SOME FLOWERS. THE LADIES BENEVOLENT SOCIETY WILL MEET HERE TONIGHT!
SURE. I WILL. MAGGIE ME DARLIN'!
4
HELLO. JIGGS. COMIN' TO DINTY'S BLOW-OUT TONIGHT?
NO. DUGAN. I'VE GOT TO STAY HOME!
5
MY! THAT'S BEAUTIFUL!
I NEVER KNEW YOU TO TAKE SO MUCH INTEREST IN FIXING UP THE ROOM BEFORE!
6
LADIES BENEVOLENT SOCIETY. OH, BABY. I WISH I COULD JOIN!
7
WELL. HOW DO I LOOK. JASPER?
PRETTY GOOD SIR!!
8
JASPER SAYS THE SOCIETY IS IN THE PARLOR.
YOU WAIT BY THE PARLOR DOOR FOR ME. I'LL TAKE YOU IN AND INTRODUCE YOU!
9
GIRLS. WE SHOULD MOVE OUR HEAD-QUARTERS AS THOSE CHORUS GIRLS THAT LIVE OVER US MAY PLACE US IN THE POSITION THAT SOME WILL THINK WE ARE SHOW GIRLS!
10
WOW! THAT ROOM LOOKED LIKE ANCIENT ROME!
11
LADIE BENEVO SOCIE
GEO MCMANUS
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